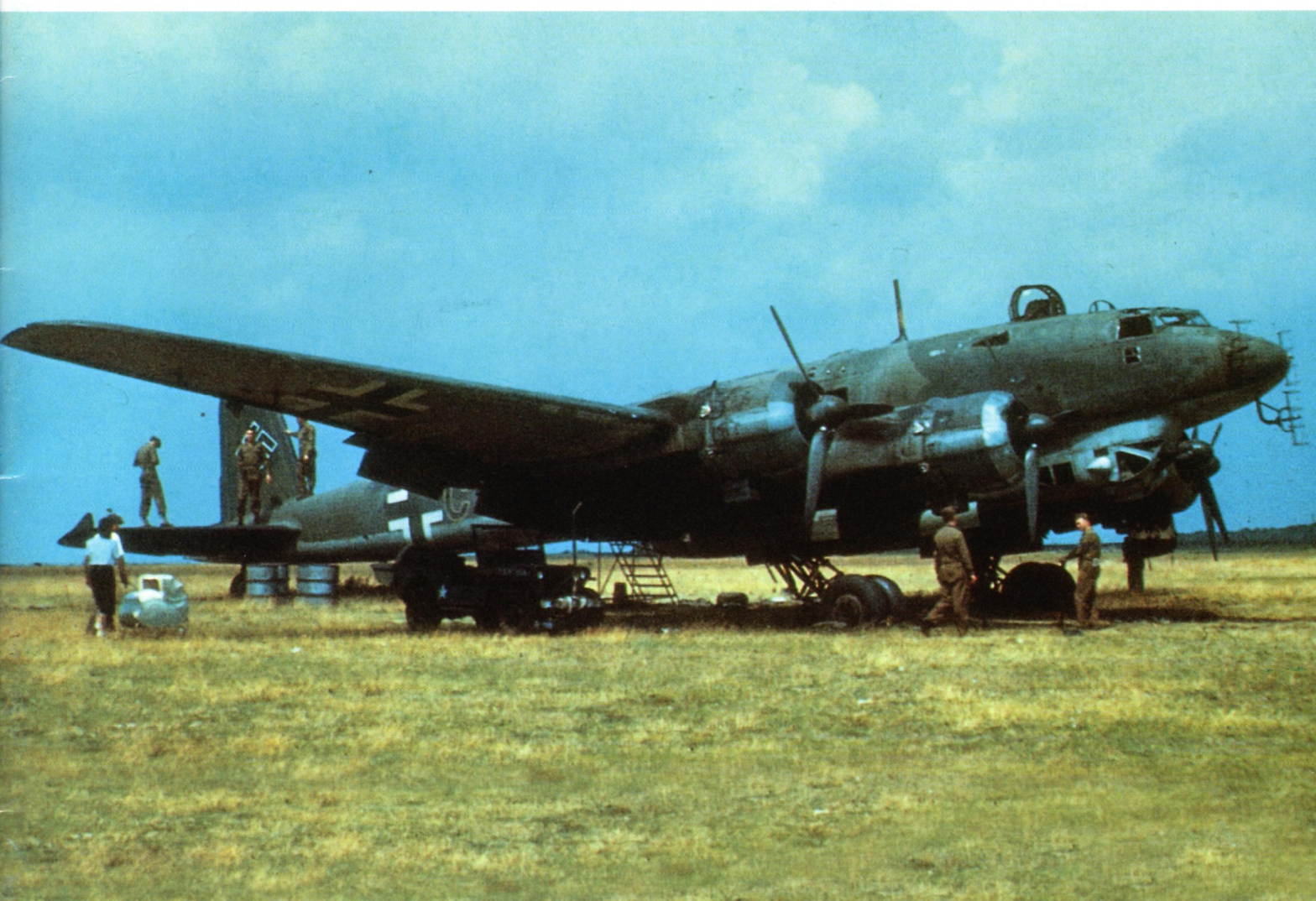


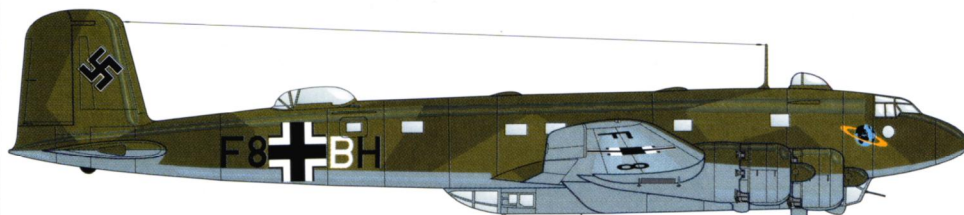
WARPAINT SERIES No.13

Focke Wulf Fw 200 CONDOR

BY JERRY SCUTTS

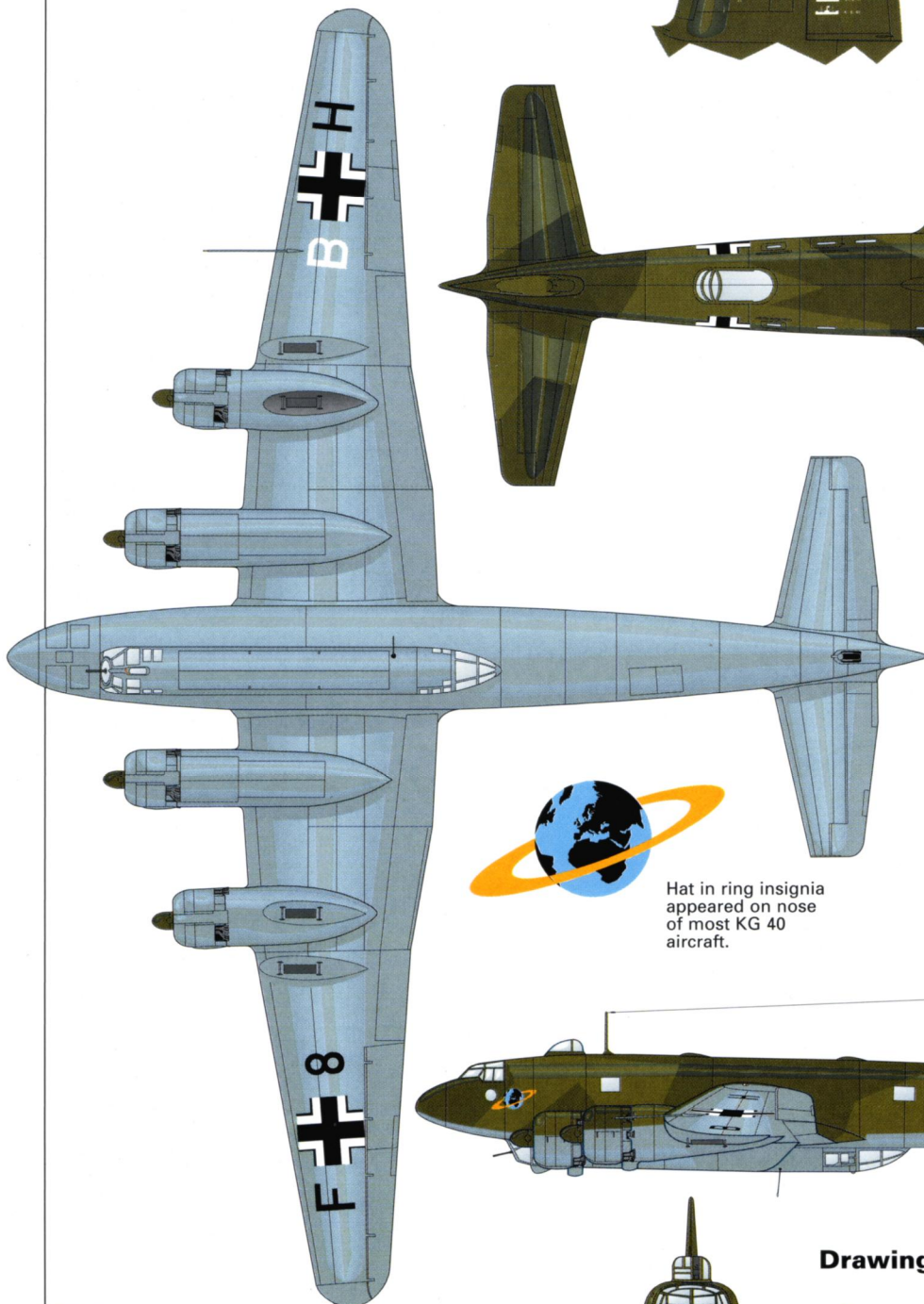
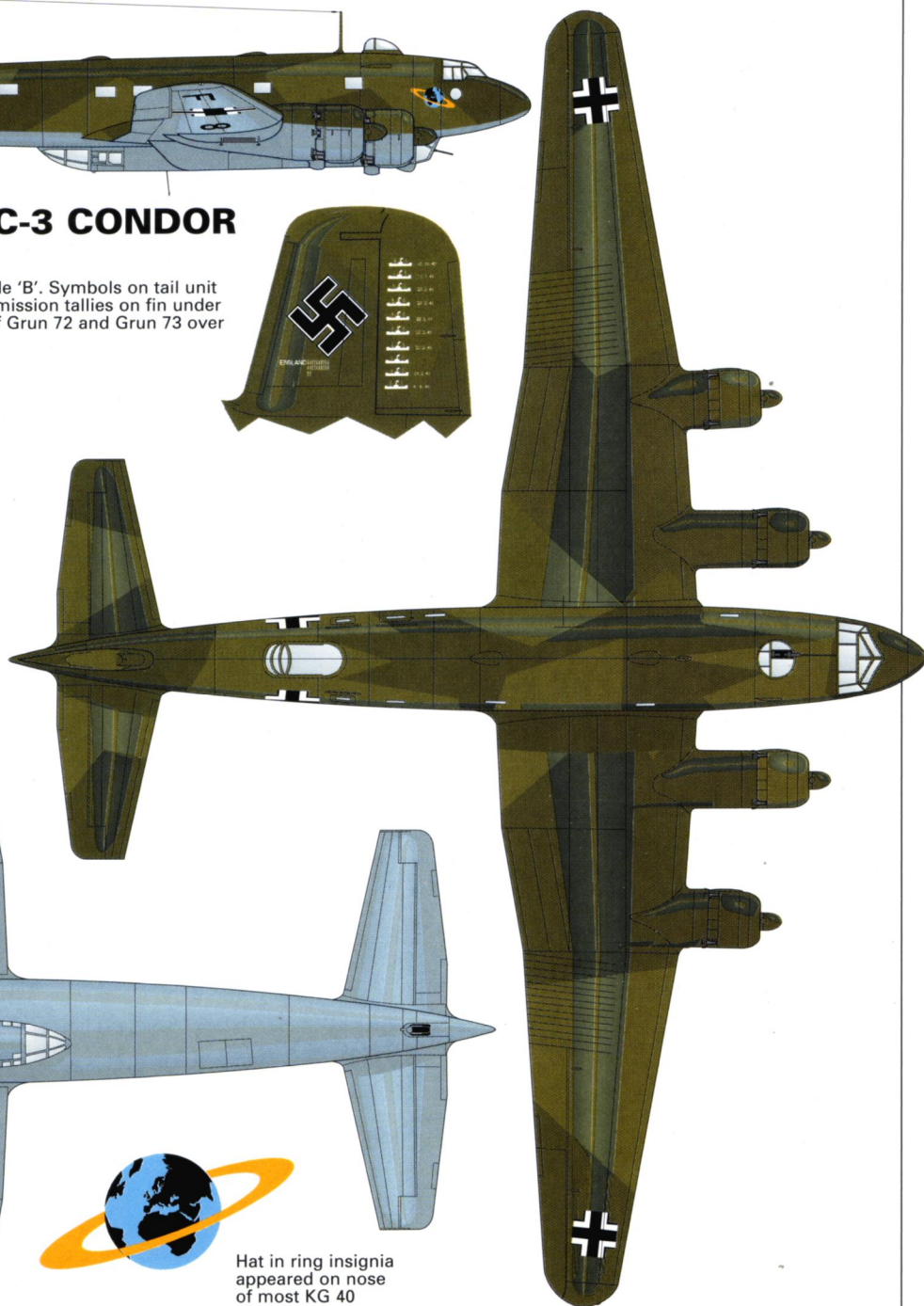
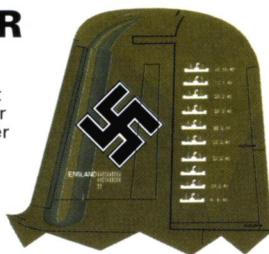
A Hohentweil-equipped Focke Wulf Fw 200C-8, with individual letter 'C', captured intact by Allied troops at Brunswick-Waggum airfield, shows well the colour scheme used, with minor variations, by most Luftwaffe Condors during World War 2. (Mark Brown via Jeff Ethell)



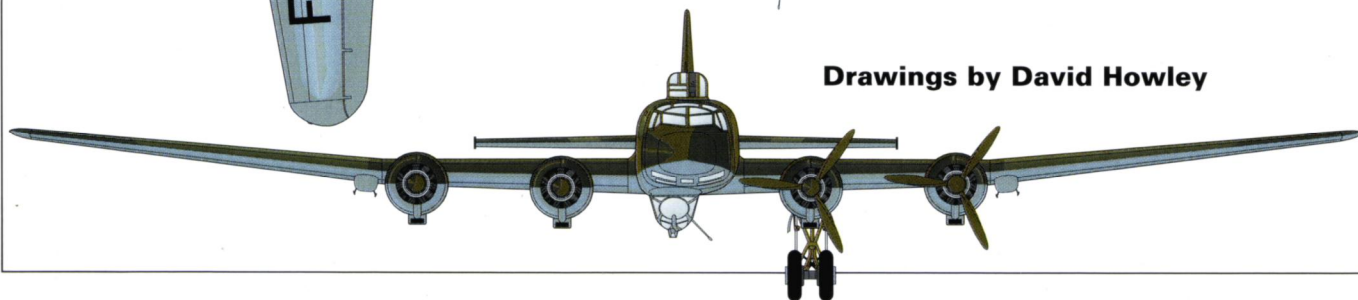
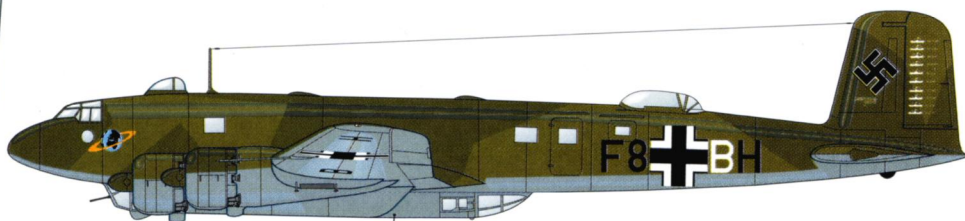


Focke Wulf Fw 200C-3 CONDOR

F8+BH of 1./KG 40 in 1942. White code 'B'. Symbols on tail unit indicate 10 ships sunk plus England mission tallies on fin under swastika. Overall maritime colours of Grun 72 and Grun 73 over Lichtblau 65 undersides.



Hat in ring insignia appeared on nose of most KG 40 aircraft.



Drawings by David Howley



Focke Wulf Fw 200 CONDOR

Fw 200C-3/U4 F8+CH framed by a sister Condor at Bordeaux. The additional round cockpit window gave a useful downward view to the pilot and the front gunner had a clear field of fire from the revised flat panel set into the front of the gondola. (Bundesarchiv)

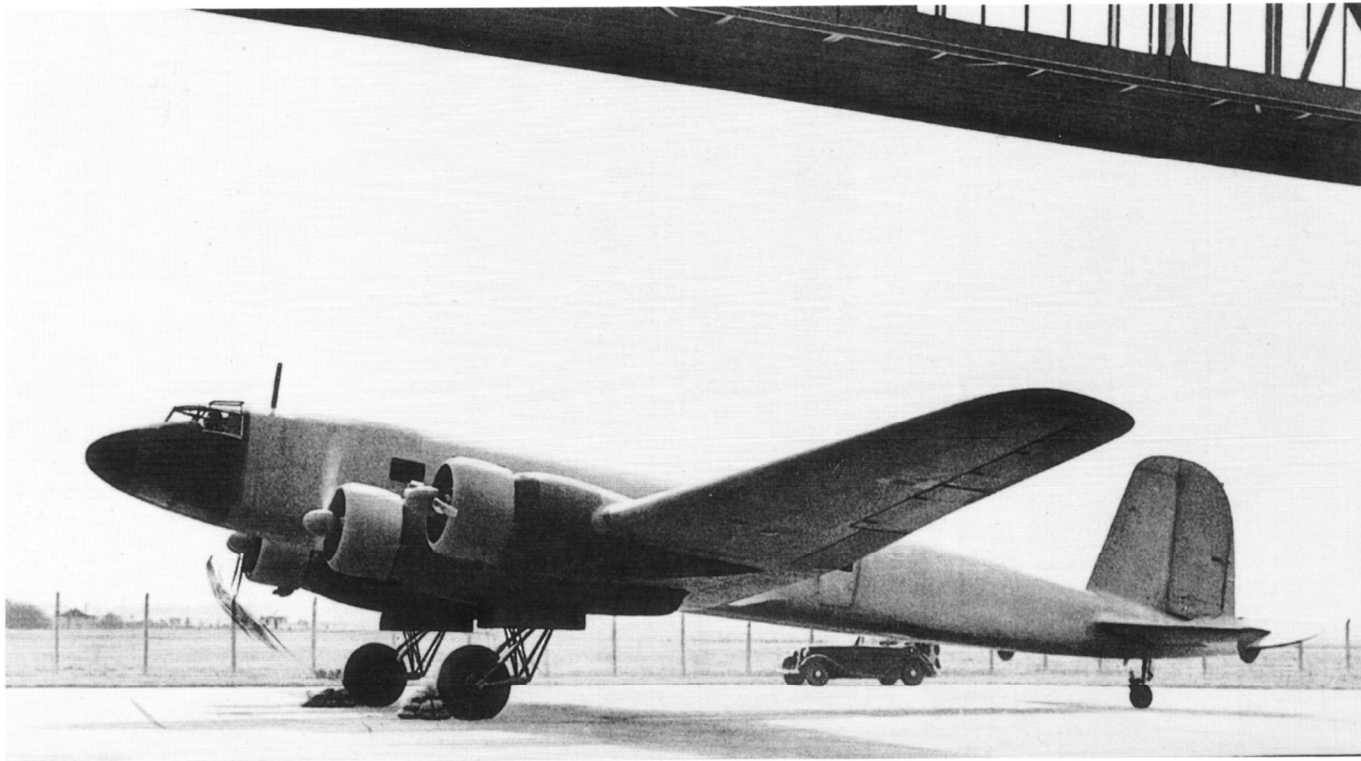
By Jerry Scutts

AMONG the numerous war deployments foisted on the Luftwaffe for which scant little attention had been paid before the conflict started, was that of maritime reconnaissance and shipping attack. When the

Kriegsmarine, alarmed at the prospect of the enormous task it might face in blockading Britain, demanded aircraft capable of ranging far out into the Atlantic, Admiral Dönitz found the situation far from satisfactory.

There were virtually no aircraft that could support his U-boat fleet.

Despite the fact that no long-range bombers as such had been developed in Germany, four-engined designs had been



Fw 200A-06 had Wr.Nr 2995, the registration D-ASBK and in common with most of the early Condors, a name - 'Holstein' in this case (Bernad)

built and had entered civil airline service. When the maritime requirement arose, the military hierarchy was obliged to turn primarily to Germany's civil airline fleet, which was scoured to provide suitable aircraft. The gap in inventory was most readily filled by the Focke Wulf Fw 200 Condor, which had a useful performance and could be quickly adapted to a military role; conse-

quently shortly after war broke out in Europe in 1939 the Germans were working towards establishing an embryonic anti-shipping force built around the Condor, one that could reach out into the Bay of Biscay from Baltic coast airfields and harry and sink the ships bringing vital supplies into Britain.

ORIGINS

The mid-1930s had seen an increasing competitiveness on world air routes with European nations in the forefront of opening

Showing off its cleanliness of line, the prototype Fw 200 runs up its port inner engine, probably at Cottbus, in 1939. Kurt Tank lost a bet by taking a little more than a year to complete this aircraft.

up new ones, many of them to far distant destinations hitherto unserved by air transport. Germany made great strides in the field, with the aeroplanes of Lufthansa operating a route network renowned for reliability and service. Adopting a striking, primarily silver livery, which was emboldened by a swastika on the tail surfaces of its aircraft from 1933, DHL was popularly exemplified by the Junkers Ju 52/3m. But the airline also operated larger, more impressive types.

Despite a decision not to channel resources into four-engined military aircraft, Germany built five landplane types with this configuration before the war, all of which entered airline service if only on a limited basis. These were the Blohm & Voss Bv 142, Fw 200, Heinkel He 116 and the Junkers Ju 89/90; the Dornier Do 19 existing only as a prototype. Other four engined designs were seaplanes and further multi-engined types would emerge during the war years.

Under the guidance of Dipl Ing Kurt Tank, the prototype Fw 200 V1 took shape at Bremen after an initial contract for a four-engined aircraft for DHL had been secured in 1936. Completed just over a year later (Tank thereby losing a bet that he could finish it within 12 months), D-AERE flew for the first time on 27 July 1937. The second and third examples followed, the Fw 200 V3 (D-2600) being named 'Immelmann III' and chosen as the personal transport by Adolf Hitler to replace his Ju 52 'Immelmann II'.

The Condor was a conventional, well-proportioned single fin and rudder design with a low-set wing carrying the engines. These











Marked with its civil registration and swastika tail band, the first Condor carries a nose probe for instrumentation and has the early curved rudder trailing edge (Denes Bernad)



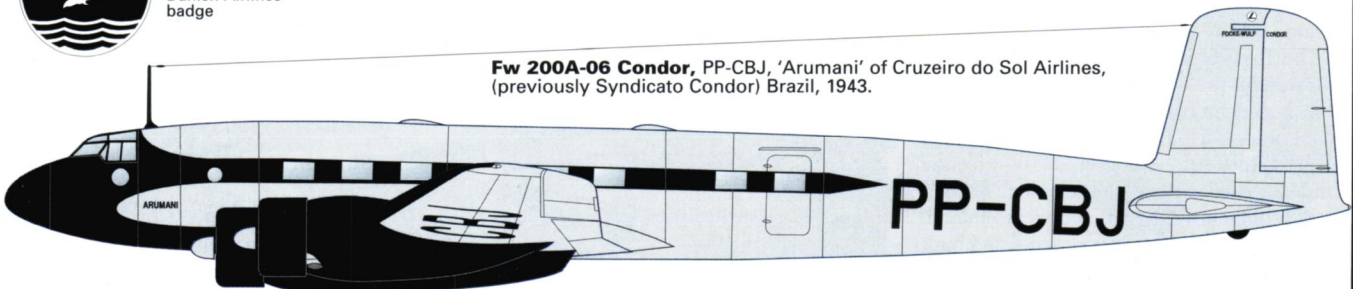
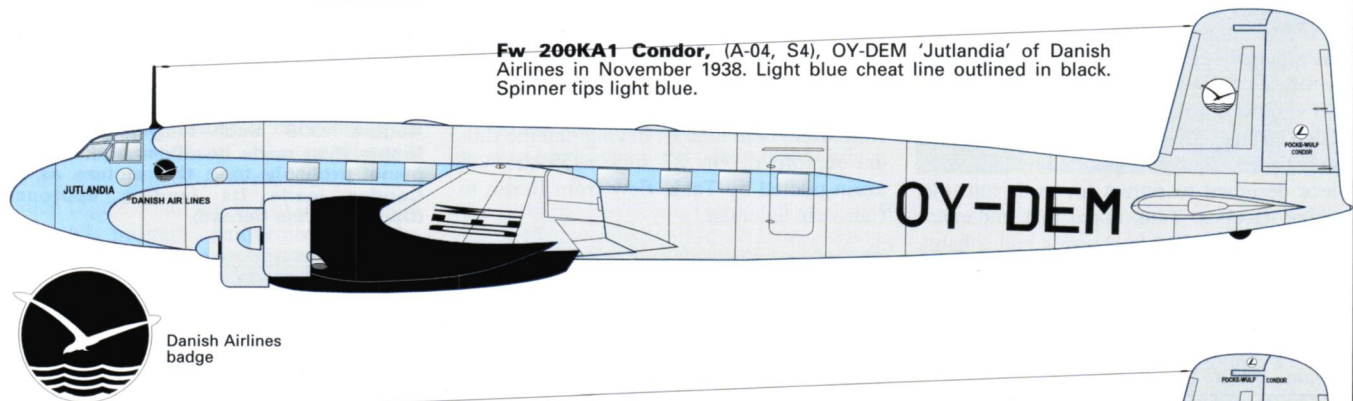
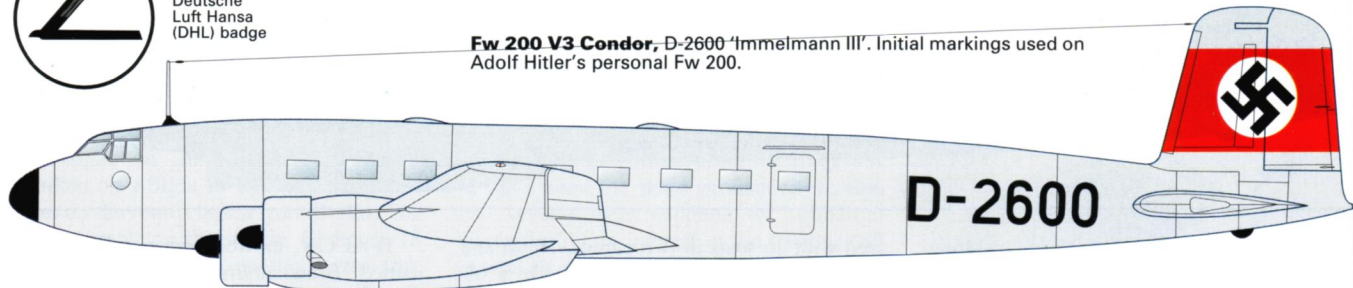
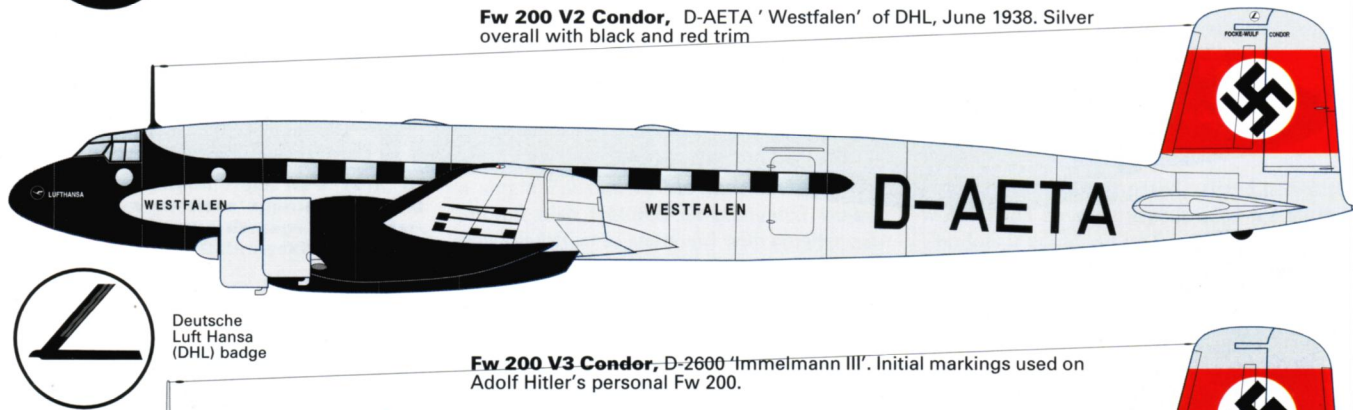
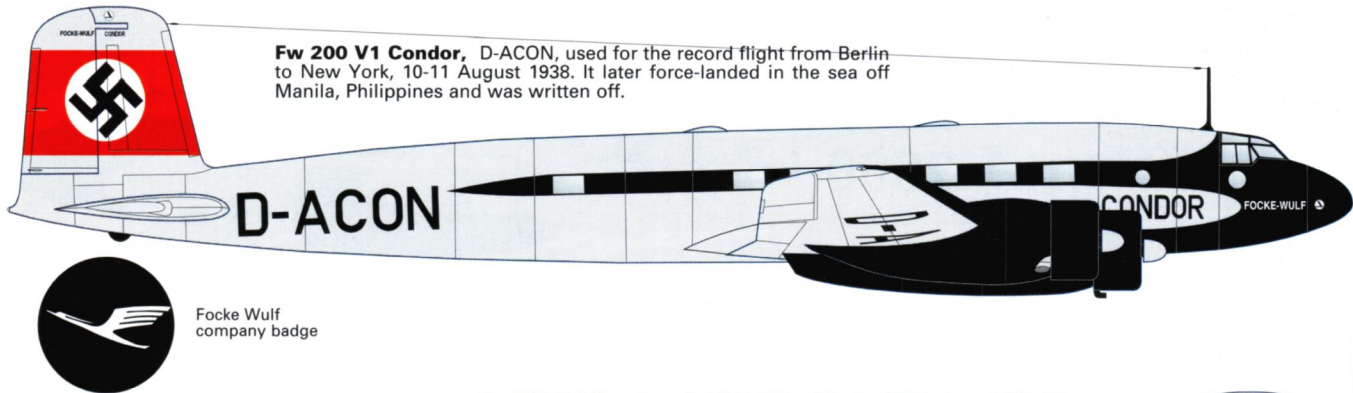
Focke Wulf Fw 200 Condor camouflage and markings

Maritime military colours for the Fw 200 were Grun 72 and Grun 73 with Lichtblau 65 undersides unless otherwise stated

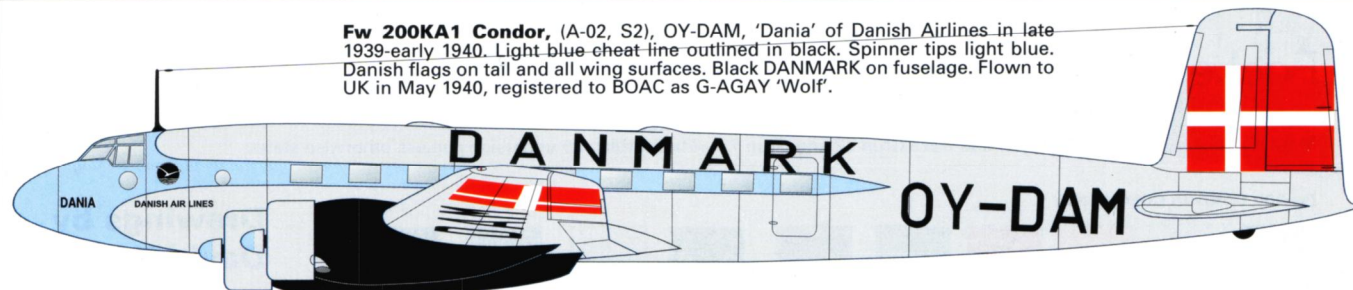
Fw 200 CONDOR COLOUR KEY

									
Black	White	RLM 04 Yellow	RLM 23 Red	RLM 25 Green	RLM 72 Green	RLM 73 Green	Aluminium	RLM 65 Blue	Blue Denmark

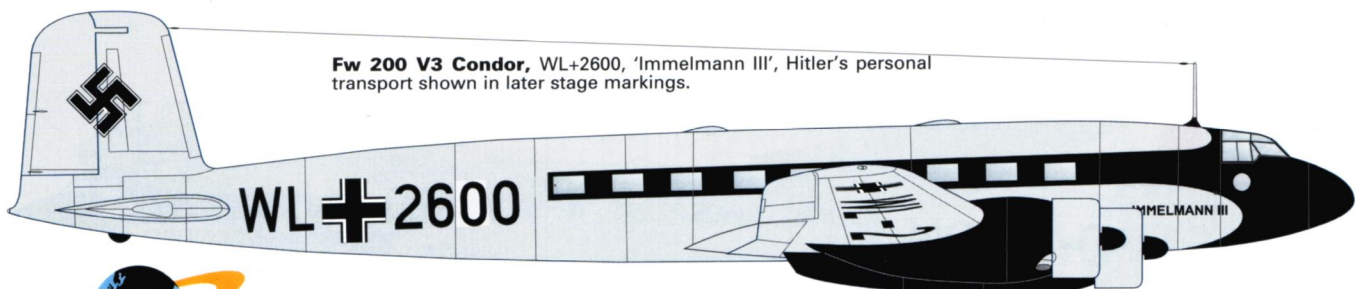
Drawings by
David Howley



Fw 200KA1 Condor, (A-02, S2), OY-DAM, 'Dania' of Danish Airlines in late 1939-early 1940. Light blue cheat line outlined in black. Spinner tips light blue. Danish flags on tail and all wing surfaces. Black DANMARK on fuselage. Flown to UK in May 1940, registered to BOAC as G-AGAY 'Wolf'.

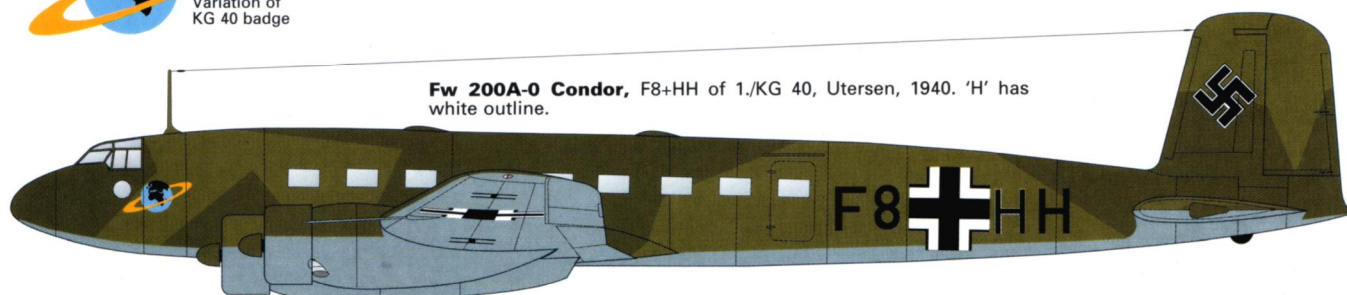


Fw 200 V3 Condor, WL+2600, 'Immelmann III', Hitler's personal transport shown in later stage markings.

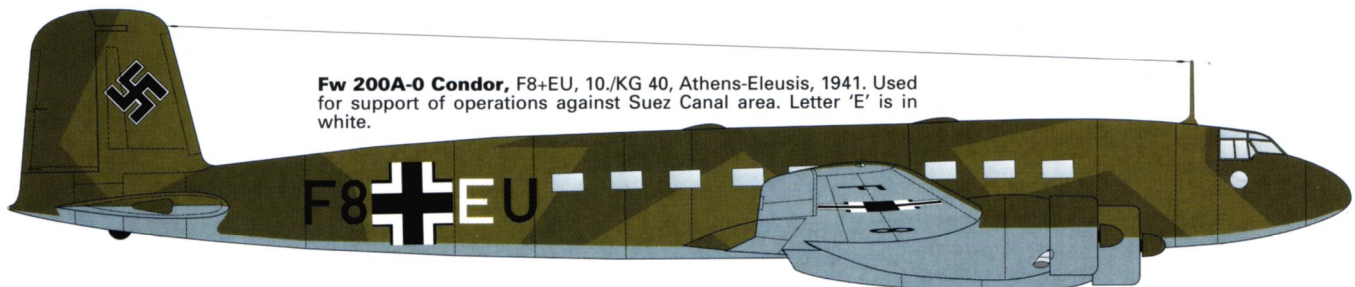


Variation of
KG 40 badge

Fw 200A-0 Condor, F8+HH of 1./KG 40, Utersen, 1940. 'H' has white outline.



Fw 200A-0 Condor, F8+EU, 10./KG 40, Athens-Eleusis, 1941. Used for support of operations against Suez Canal area. Letter 'E' is in white.



were initially 875 hp Pratt & Whitney Hornet radials, the second machine being powered by BMW engines. The original curved trailing edge to the top of the rudder was squared off before production got into its stride. As a tailwheel design, the Fw 200's most unusual feature was its main undercarriage. This was fully retractable but the mainwheels were supported by 'dog-leg' oleos designed to retract forwards into the engine nacelles. Tank noted that undercarriages that retracted backwards had a habit of remaining in the up position in the event of losing hydraulic fluid, and his remedy on the Condor was to provide the legs with the ability to drop down with the aid of the slipstream.

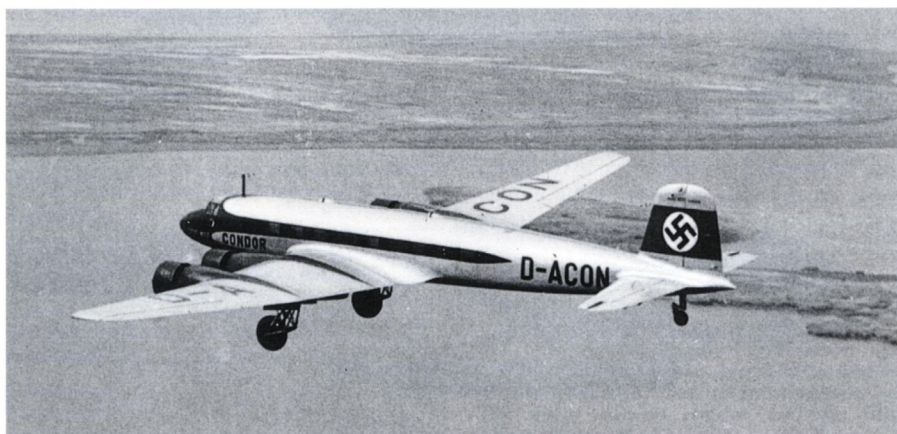
The first three Versuchs machines were followed by the Fw 200 V4, V5 and V6 and a batch of eight examples of the Fw 200A-0, this comprising two aircraft for Danish Airlines, four for Lufthansa and two for the Brazilian carrier Syndicato Condor. Further interest in the Fw 200 was shown in Finland, although the two machines ordered and built for Aero O/Y were not delivered but taken over by the RLM.

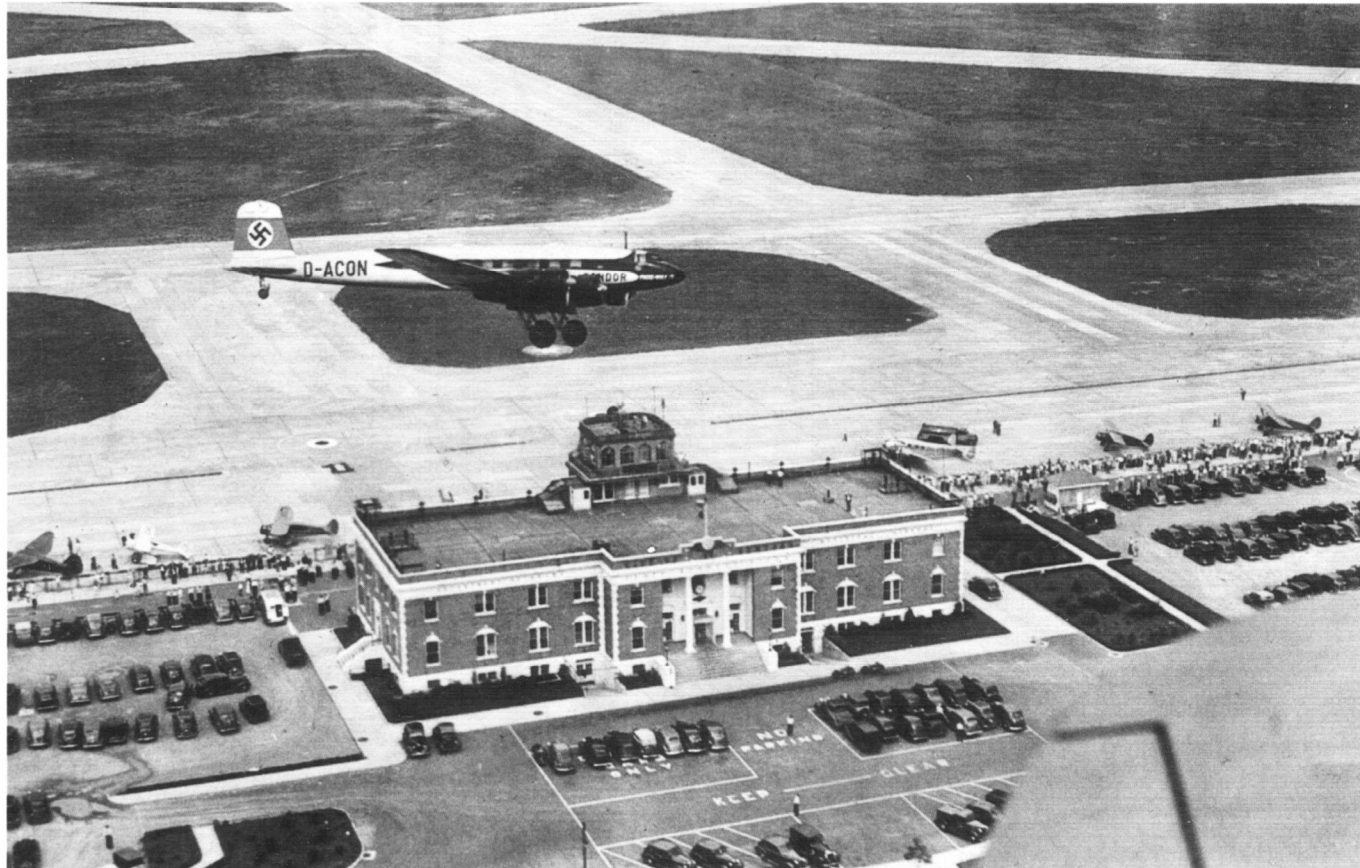
In DHL service, the Fw 200 was config-

ured with 26 seats in two cabins, 16 aft and nine forward; distinctively finished in a silver and black scheme, the new Condors were impressive machines, well able to project German prestige. This they did in no uncertain terms by undertaking a series of long-range proving flights. The V1 and V2 were used, both aircraft having had the rudder reprofiled. On 27 July 1938 the V2, again piloted by Tank, flew from Berlin to Cairo via Salonika.

D-ACON, the re-registered Fw 200 V1 named 'Brandenburg', then made the first non-stop flight from Berlin to New York and back on 10 August. The 4,075 mile flight took 24 hours 55 minutes, the Condor land-

The Fw 200V1 was subsequently re-registered D-ACON and flew to New York in August 1938. Such long-range proving flights then made headlines and a 'chase plane' probably took this picture as the Condor made its landing approach. (Dabrowski via Bernad)





Circling Floyd Bennet Field, New York, D-ACON made a cautious approach to land having suffered some damage to its starboard inner engine. (Dabrowski via Bernad)

ing at Floyd-Bennett Field to an enthusiastic welcome. Average speed on the flight had been 164 mph against strong headwinds. On return to Germany the flight was slightly faster, taking 19 hours 47 minutes, average speed having risen to 205 mph.

D-ACON undertook an even more ambitious flight on 28 November when it embarked on a flight to Tokyo, 8,820 miles distant on the route chosen from Berlin. The aircraft completed the trip in 42 hours 18 minutes and a mishap on the return trip, when the Condor was lost in the Pacific off the Philippine capital Manila, did not really detract from the achievement by the Lufthansa crew. When the Condor's fuel supply was apparently cut by mistake it lost two engines, giving the pilot little choice but to ditch. He brought off a controlled water landing with little harm to the crew.

Such flights could not fail to impress both civil and military authorities and the Japanese ordered five Fw 200B transports for Dai Nippon Kobashiki Kaisha plus a single example to be evaluated by the Imperial Japanese Navy for a possible reconnaissance role.

Focke Wulf responded by building the Fw 200V10 as an armed, long range reconnaissance variant. Fitted with a dorsal turret for

Right: While at Floyd Bennet Field, D-ACON caused quite a stir. Relatively few four-engined monoplanes existed at that time and even fewer had been seen by the general public. (Dabrowski via Bernad). Top right: Close up of the damaged Pratt & Whitney Hornet radial of D-ACON which had to be shut down before landing. Note the loose panel on top of the cowling. (Dabrowski via Bernad)

a single 7.9 mm MG15 machine gun, this aircraft also featured an elongated ventral gondola offset to starboard with smaller calibre machine guns set to fire from fore and aft. The centre section of the gondola was taken up by a weapons bay. Five airframes, temporarily designated Fw 200KC-1, were allocated to Dai Nippon.

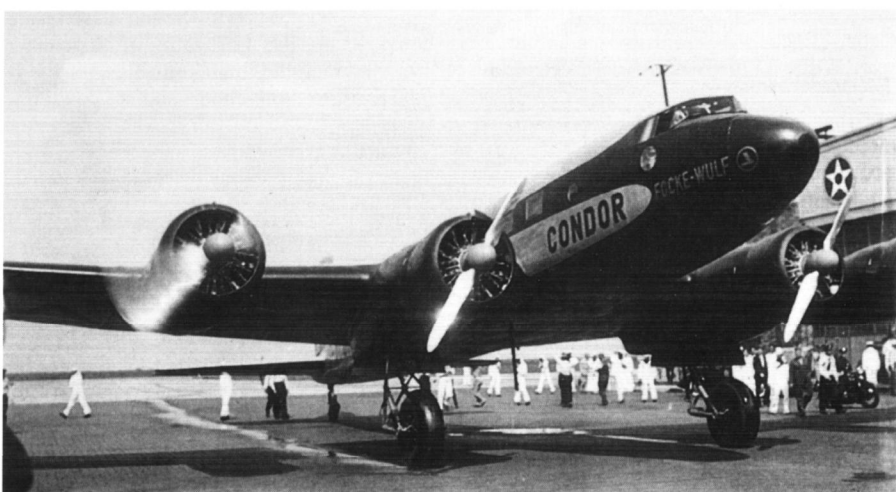
The Fw 200B-1 was powered by BMW 132DC engines of 850 hp, the B-2 having the slightly less powerful 132H engines rated at 830 hp. Although the Fw 200B was to have been the main production version and several were supplied to Lufthansa, German military interest in the Condor had overtaken more airline deliveries and production consequently switched to the Fw 200C. In the event no Condors were delivered to the Japanese, the five KC-1s becoming three C-2s and two D-2s in Luftwaffe service.

German military needs became paramount as war approached. As Hauptmann Edgar

Petersen had anticipated, the Luftwaffe would soon have an urgent need for all the Condors it could get its hands on.

INTO UNIFORM

On the outbreak of war Britain prepared to impress numerous civil aircraft that would not be serving European air routes for the foreseeable future. Germany did likewise,





Although the airline logo itself remained modestly small the Lufthansa colour scheme on its Condors was quite bold for the late 1930s. 'Westfalen', alias D-AETA, went on to serve with KG 40 as F8+GH.

with Hptm Petersen becoming primarily responsible for the Condor entering Luftwaffe service. As the navigation officer with the Stab of X. Fliegerkorps, Petersen had commanded the blind flying school at Celle, established near Hanover before the war. While Lufthansa crews gained useful experience in navigation and instrument flying they could hardly be expected to fly effective combat sorties in the Ju 52, the aircraft that had generally been used for training flights.

After studying the alternatives (the prototype He 177 and a possible Ju 90 derivative, neither of which could be ready for service in the immediate future), Petersen found that only the Fw 200 was available in any num-

One of the two Brazilian Condors, the Fw 200A-07 was registered D-AXFO and named 'Pommern' before becoming PP-CBI. The revised rudder can be compared with the original in earlier photographs. (Bernad).

bers. A course for the training of bomber crews in maritime reconnaissance and attack was established at Oldenburg in 1939, with Petersen as chief instructor.

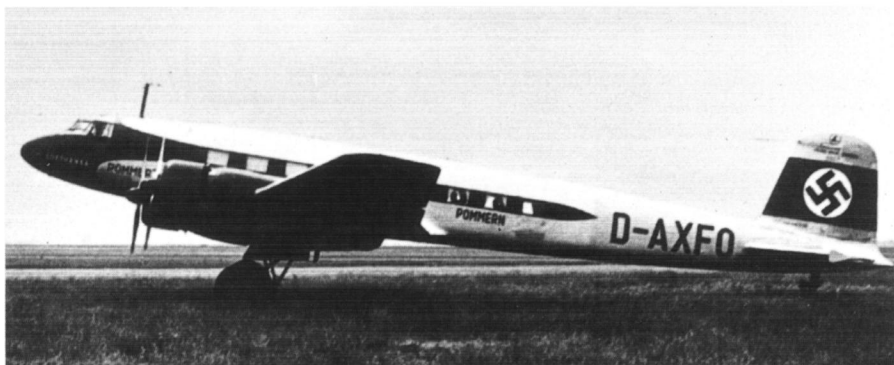
Noting Petersen's progress Luftwaffe Chief of Staff General Hans Jeschonnek directed him to form a single long-range anti-shipping Staffel. In the meantime Focke Wulf had completed a pre-production batch of 10 Fw 200C-0s and these were delivered to the Luftwaffe in September 1939. Among the improvements over the B model were long-chord engine cowlings,

Starboard side of a Lufthansa Fw 200A reveals the aircraft name below the Focke Wulf company logo which had a similar 'flying bird' theme to that of the airline. Also obvious here are the single mainwheel oleos fitted to nearly all the early Condors up to the C series. (Lufthansa archives)

three bladed variable pitch propellers and twin mainwheels on each undercarriage leg to cope with the increased weight of military equipment.

Six Fw 200C-0 aircraft were used to form the Fernaufklärungsstaffel with Petersen commanding, the unit becoming operational in November 1939. On 18 April 1940 the Staffel was expanded to form I. Gruppe of Kampfgeschwader 40; by the time Germany invaded Norway and Denmark the Condors were able, in company with Heinkel He 115s of Küsten Flieger Gruppe 506, to undertake all necessary reconnaissance of the North Sea up to 63 degrees North.

Notable not only for the participation of the Fw 200 in its first major offensive operation, the Norwegian campaign also saw the Condor impressed as a Luftwaffe transport, a supplementary duty it would perform virtually throughout the war. I./KG 40, initially based at Cottbus, then Aalborg and Copenhagen in Denmark, attacked Royal Navy ships in the Namsos area and helped



Right: A coat of segmented green paint camouflage on the top surfaces and light blue underneath could hardly disguise the Condor's civil origins and in 1939-40 the Luftwaffe went into action with one of the most elegant aircraft it ever flew. (Bernad)
Lower right: A good view of the Fw 200's unique oleo leg design, one that might today be termed a 'kneeling' undercarriage. Kurt Tank had not designed it to kneel but extend easily in case of hydraulic failure. Also well shown are the clusters of engine exhaust pipes and the housing for the Lofte 7D bomb sight, introduced on the C3/U2. (Bernad)

supply the garrison at Narvik when British forces counter-attacked.

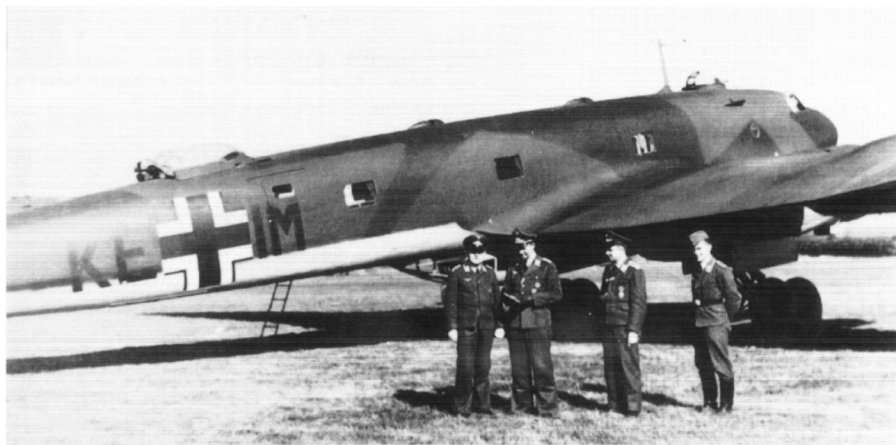
Owing to the small number of Fw 200s available and the modest output of new aircraft from the factory, it was decided to concentrate the type almost entirely in KG 40. And although Focke Wulf stepped up the production rate with the Fw 200C-1 and subsequent variants, only two Gruppen of KG 40 were to be fully equipped with the Condor.

The five-seat Fw 200C-1 had increased armament, the MG15 machine guns being supplemented by a 20mm MG FF cannon in the nose of the gondola and it could carry a maximum bomb load of 2,750 lbs. Distinguishing the Fw 200C-1 from previous Condors was the forward dorsal 'cockpit shaped' observer's position which had provision for a single machine gun.

Weight distribution had to be carefully considered in an aircraft that had not been built for military purposes. Therefore, Focke Wulf was obliged to utilise racks under each inboard wing panel and the rear of the outboard engine nacelles for the carriage of bombs. The above load, comprising five 550 lb weapons, was thus well distributed with only one large bomb needing to be carried in the ventral fuselage gondola.

The Condor really came into its own in June 1940; as the German assault on France and the Low Countries brought amazing successes in the space of a few weeks, a direct attack on England seemed increasingly likely. That month I./KG 40 was withdrawn from operations to equip with the Fw 200C-1, ten examples of which were completed.

Back to operations with the Fw 200C-1, I./KG 40 now with its aircraft sporting a dis-



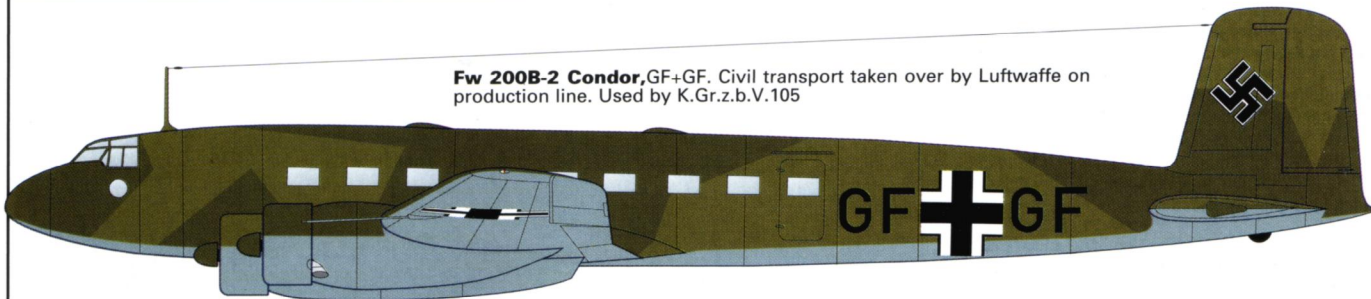
tinctive 'World in a Ring' unit badge under the cockpit, became part of Luftflotte 2 for operations against England. It was directly commanded by Marine Gruppe West based at Lorient for U-boat support sorties, this remaining part of the Condor's primary function. Flying from Bordeaux-Mérignac, KG 40 could thus sweep the Bay of Biscay and an arc stretching from the west of Ireland to Norway where its aircraft could use airfields at Stavanger-Sola or Trondheim-Værnes.

By August 1940 with the Kanalkampf

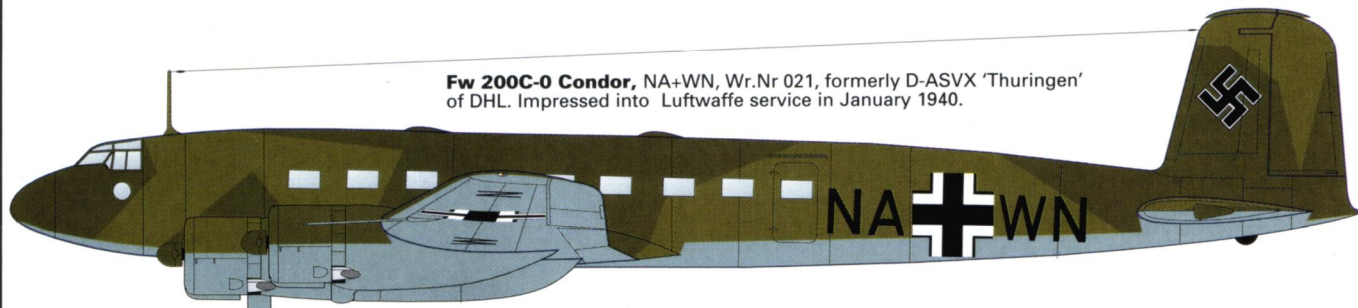
against England at its height, the Fw 200s of KG 40 became conventional bombers for virtually the only time in the unit's career. They joined a strong force of medium bombers for a series of night attacks on the Liverpool-Birkenhead area during the last four days of that month.

Preparing to test another crew's ability to fly the Condor on operations, an Fw 200C of Blindfliegerschule 6 runs up its four BMW engines before taxiing out. These Condors appeared to retain dorsal armament but the gondola guns were generally removed.

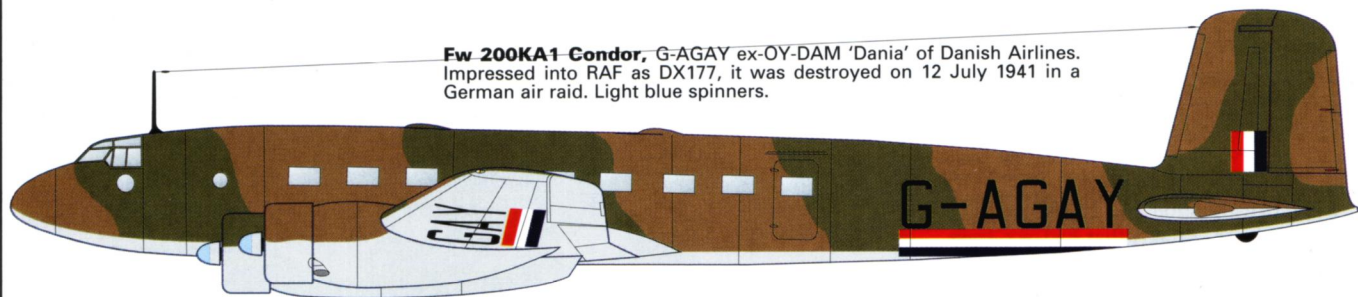




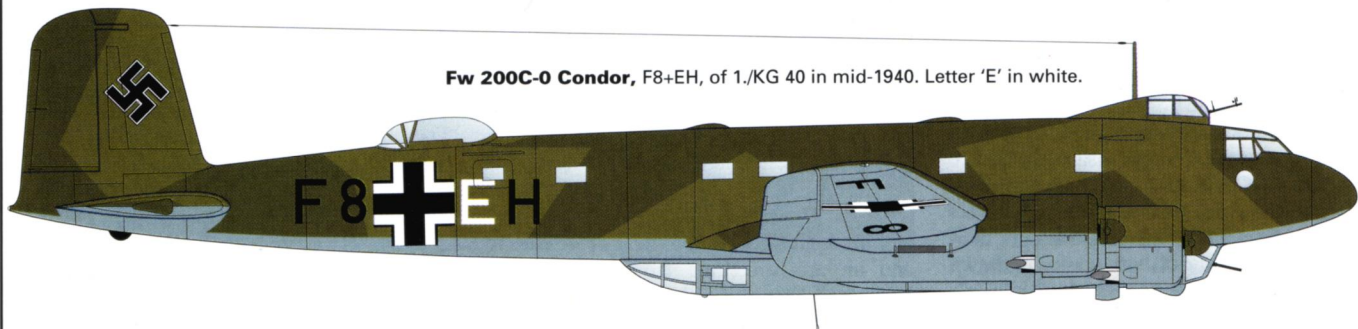
Fw 200B-2 Condor, GF+GF. Civil transport taken over by Luftwaffe on production line. Used by K.Gr.z.b.V.105



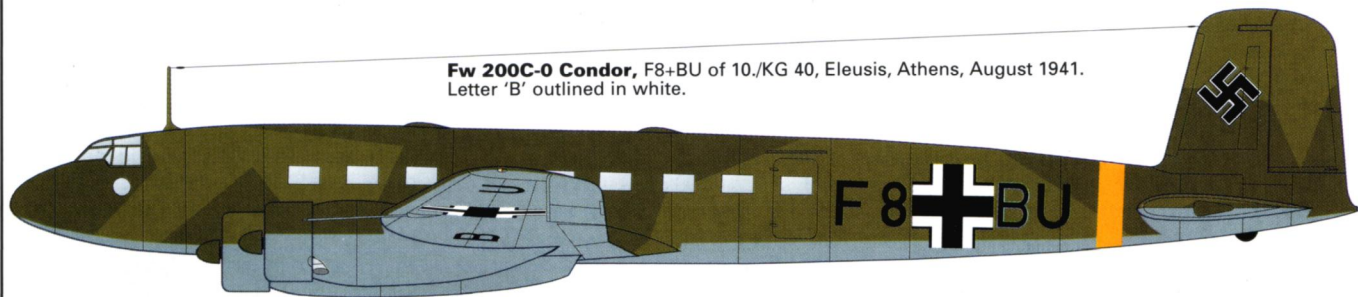
Fw 200C-0 Condor, NA+WN, Wr.Nr 021, formerly D-ASVX 'Thuringen' of DHL. Impressed into Luftwaffe service in January 1940.



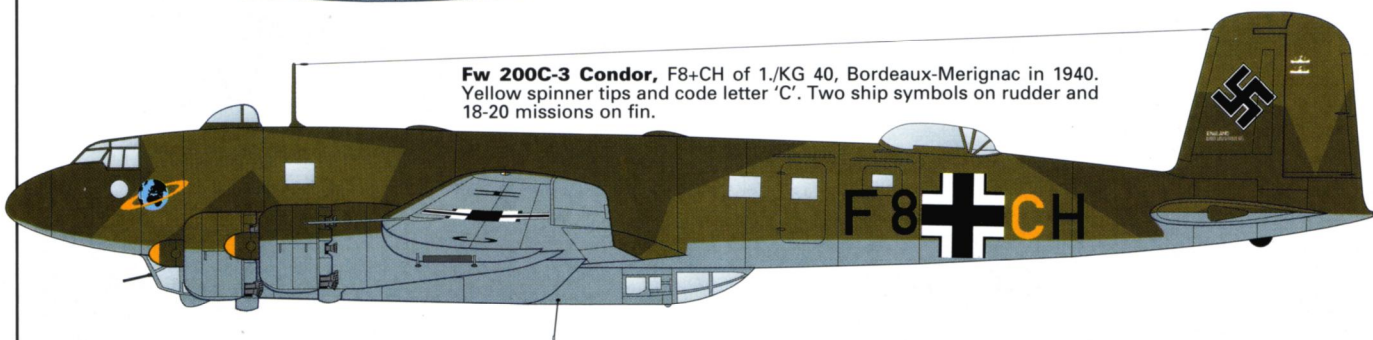
Fw 200KA1 Condor, G-AGAY ex-OY-DAM 'Dania' of Danish Airlines. Impressed into RAF as DX177, it was destroyed on 12 July 1941 in a German air raid. Light blue spinners.



Fw 200C-0 Condor, F8+EH, of 1./KG 40 in mid-1940. Letter 'E' in white.



Fw 200C-0 Condor, F8+BU of 10./KG 40, Eleusis, Athens, August 1941. Letter 'B' outlined in white.



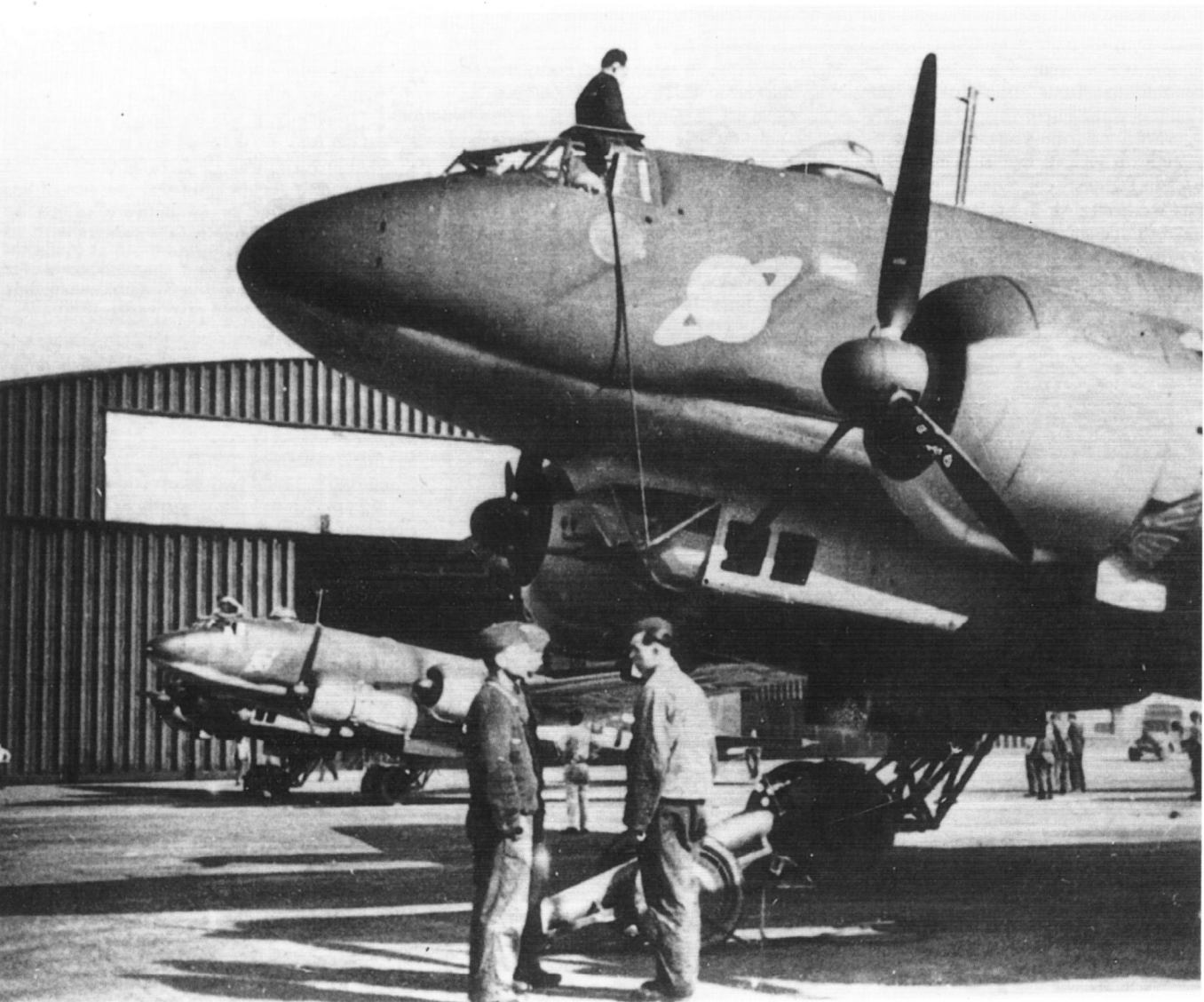
Fw 200C-3 Condor, F8+CH of 1./KG 40, Bordeaux-Merignac in 1940. Yellow spinner tips and code letter 'C'. Two ship symbols on rudder and 18-20 missions on fin.

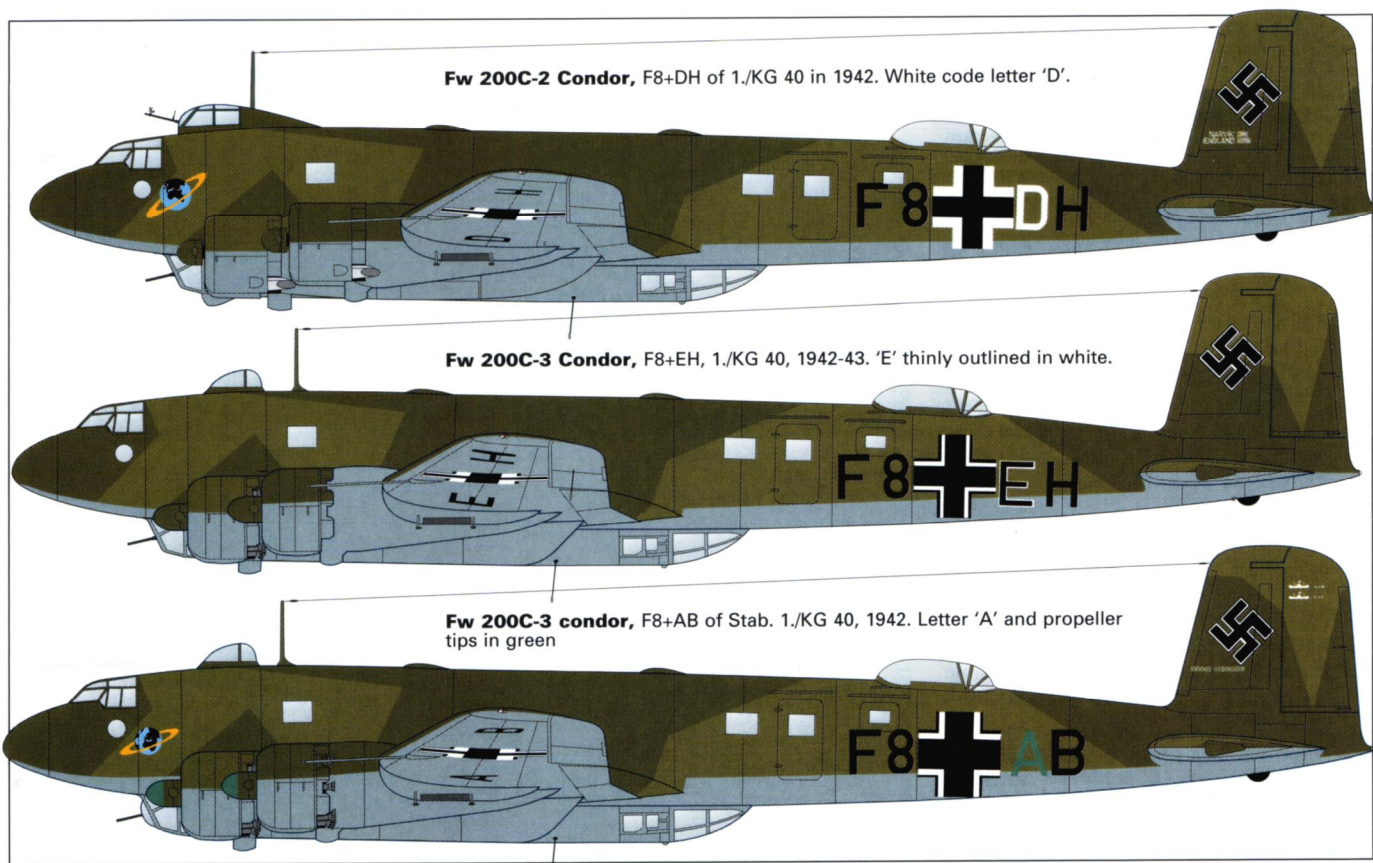
Right: A single dorsal turret in two different types with either electrical or hydraulic power, was fitted to many service Condors as shown in this Fw 200C. Despite the weight penalty involved, German turrets invariably had only a single machine gun but they were far superior to hand-held weapons. Lower right: Transport Condors flew virtually throughout the war, some retaining their original engines with two-bladed propellers for as long as spares were available. This is an Fw 200B-2, in service with K.Gr.zb.V 105. (IWM)

But it was as an anti-shipping aircraft that the Condor was to gain its greatest success - and no little notoriety. During the early war period, thousands of tons of Allied war material went to the bottom under the guns and bombs of KG 40's aircraft. In August-September 1940 I. Gruppe alone sank 90,000 tons.

A demonstration of how well KG 40's aircraft could work with U-boats was provided on 26 October when Oblt Bernhard Jope disabled the 42,000-ton *Empress of Britain* off the north-east coast of Ireland with two bombs. Taken in tow the crippled liner came into the sights of U-38 which promptly sank

Famous not only for the aircraft type it flew but its 'World in a ring' insignia, Kampfgeschwader 40 achieved antishipping results far in excess of the number of aircraft it had or indeed their serviceability at any given time. This dispersal scene was probably recorded at Bordeaux-Mérignac, KG 40's main wartime base.





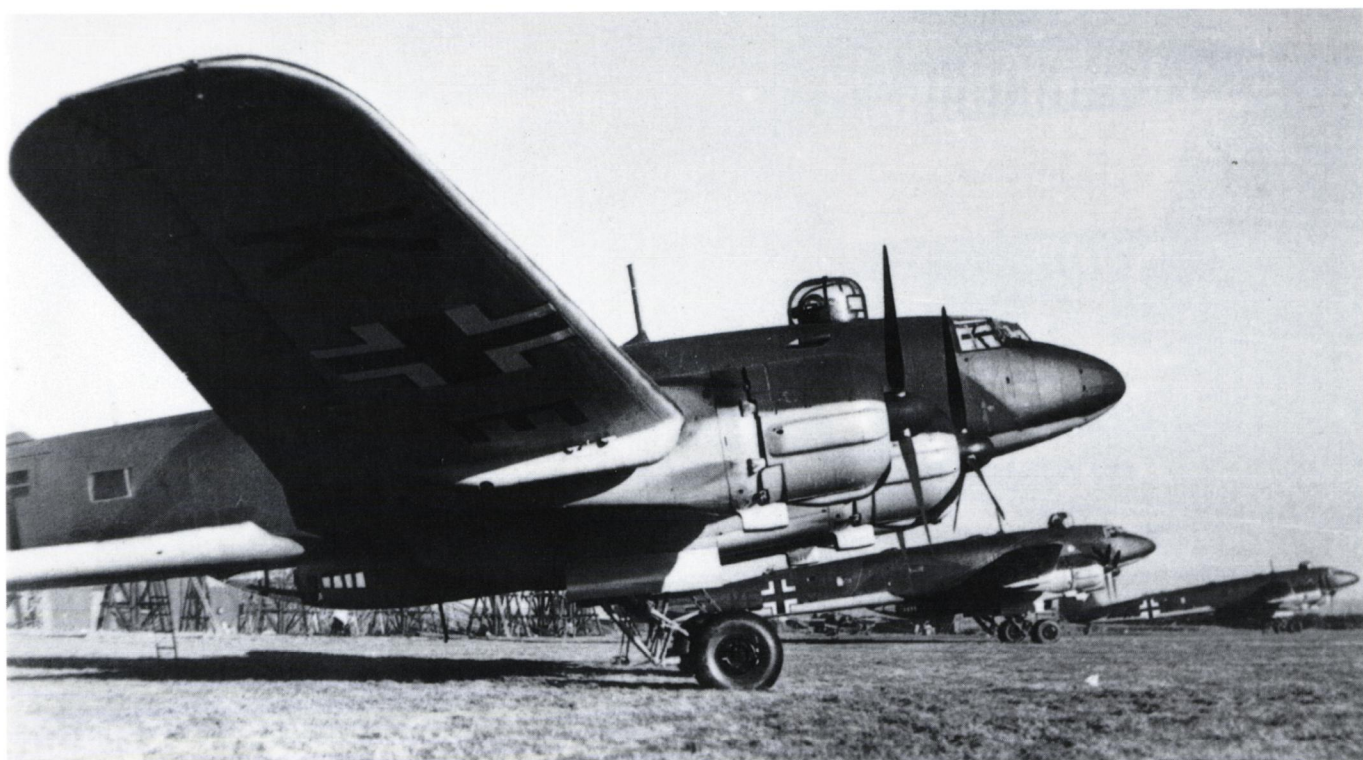
her with torpedoes. The Condor scoreboard in November was 18 ships totalling 66,438 tons. One of them was the freighter *MV Apapa* which went down on the 15th to become the first vessel to be sunk by Condors while in convoy.

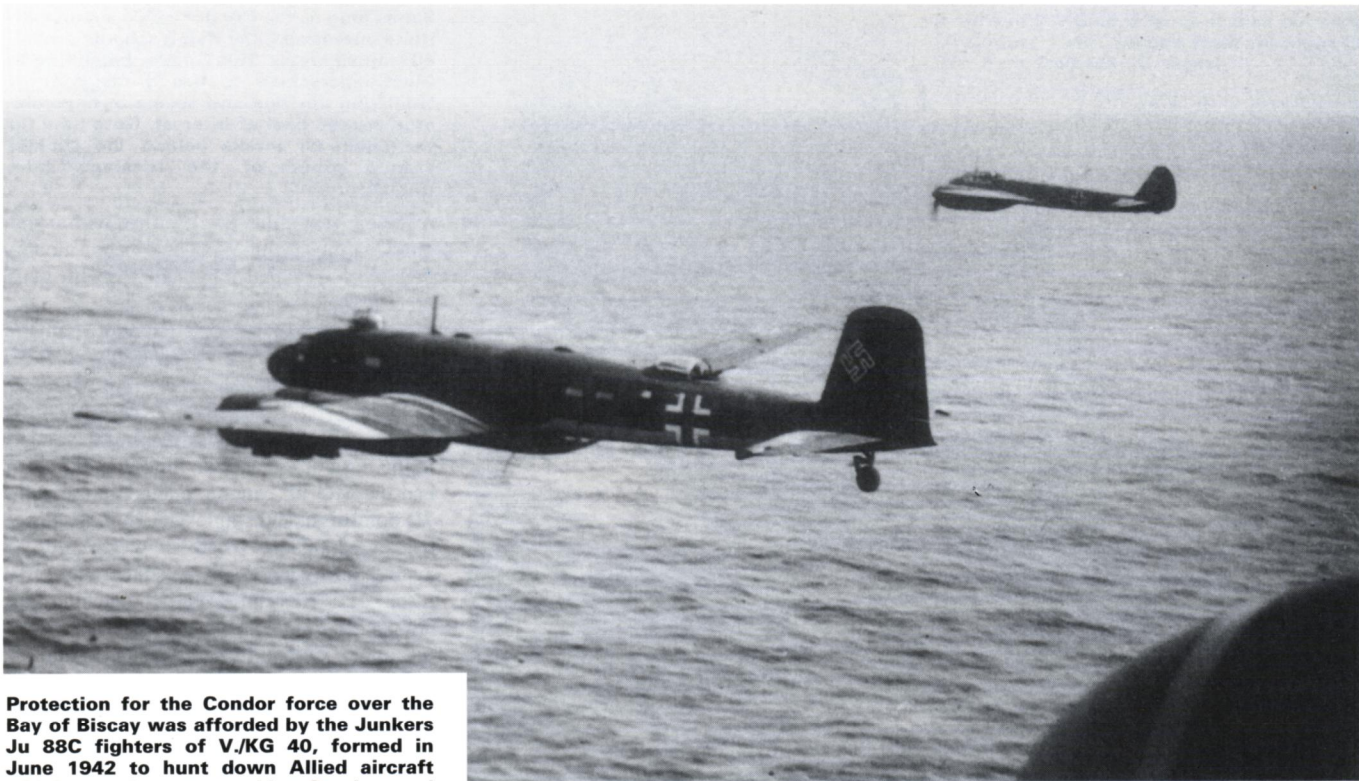
Such was the scale of loss attributed directly to KG 40 that British Intelligence became seriously concerned that the German unit was using Air-to-Surface-Vessel (ASV) radar to find ships. The question was how to confirm the fact, for if this was the case then German radar research was clearly ahead of Britain. A simple but ingenious solution to

answering the question without arousing suspicion or indeed risking the lives of crews to photograph the Condors based at Bordeaux, was to have Portuguese fishermen snap the long-range bombers as they took off. Examination of the prints would soon show any radar aerals. German crews flew low over the sea on approach to Bordeaux and they frequently took photos of the boats. An Irish WAAF on the Intelligence staff suggested that the fishermen be given cameras - and in due course the evidence was in. No Condor had radar at that time. It was only a small comfort, as

Britain would have had few counters to the long-range marauders for some months to come but at least the race to get effective airborne radar into service was not being won hands down by the enemy.

Ironically, it was the British who provided the ASV set that was first tested in an Fw 200 in November 1941. A captured set was apparently rebuilt and fitted into one of KG **New Fw 200C-3s on delivery to KG 40 included KE+IT nearest the camera with 'IG and 'IM in the background. All of these aircraft would have had the unit code 'F8' applied in place of the Stammkennzeichen (factory code) soon afterwards. (Bernad)**





Protection for the Condor force over the Bay of Biscay was afforded by the Junkers Ju 88C fighters of V./KG 40, formed in June 1942 to hunt down Allied aircraft which were in turn attacking Condors and U-boats. V. Gruppe became I./ZG 1 in October 1943 and this excellent photo shows Ju 88s escorting a Focke Wulf Fw 200C-4 over the sea during the winter months. (via C. Goss)

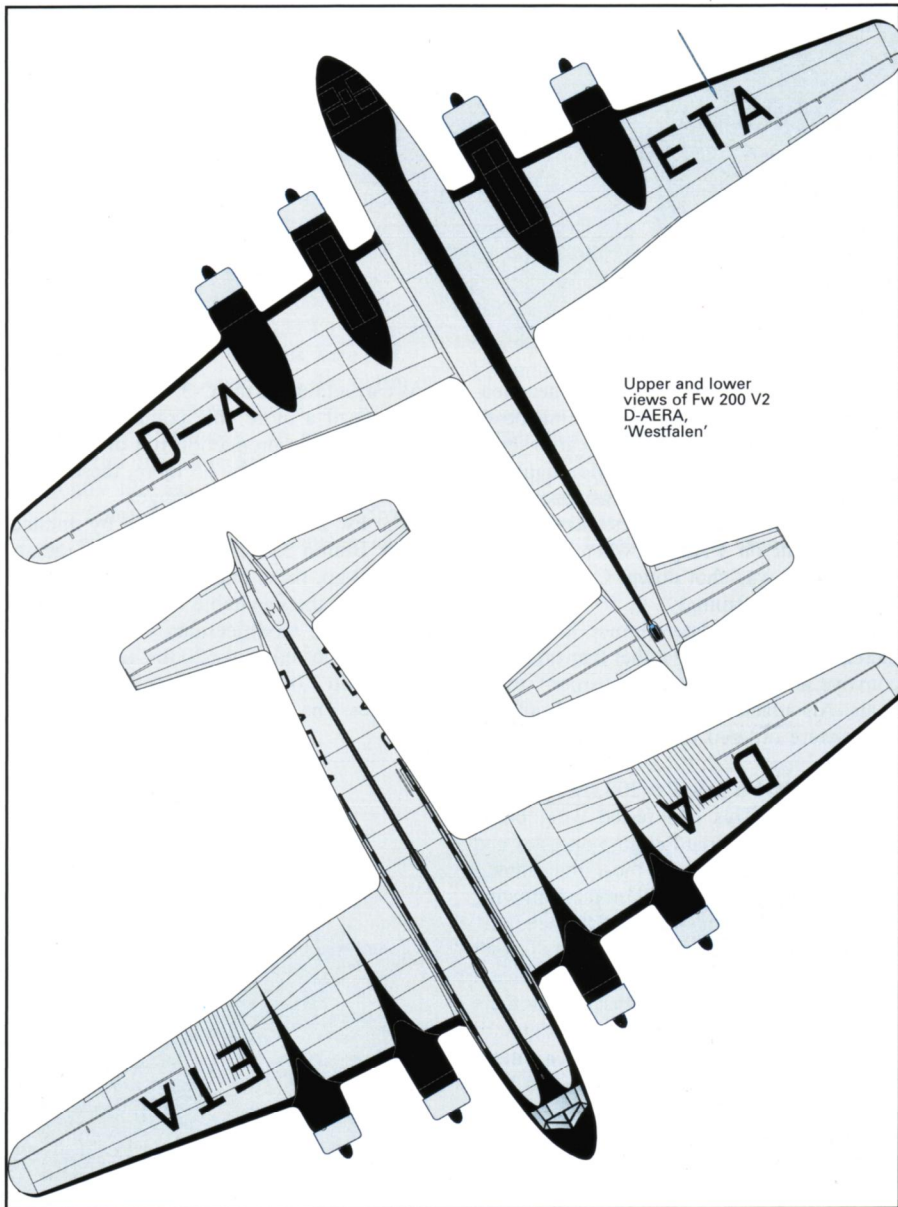
40's aircraft for testing some months before a suitable German radar was available.

The British little realised that KG 40 had problems of its own. Not only did it lack an aircraft that had been purpose-built to withstand the strains of operating low-down over the sea, the one it did have was only available in small numbers and at most times in its operational career the unit was obliged to use other aircraft to meet its commitments.

A Geschwader Stab equipped with the Junkers Ju 88 was therefore formed in 1940 and the Heinkel He 111 was introduced in the winter of 1940-41. So precious were the Condors that they were collected from the manufacturers by KG 40 crews as soon as they were completed and despite a fluctuating aircraft availability rate - often as a result of accidents - this one unit was credited with sinking 147,500 tons of shipping during January and February 1941. From 1 August 1940 to 9 February 1941 Condors sank 85 ships totalling 362,000 tons.

From March 1941 all Luftwaffe anti-shiping operations were directed by a new command, Fliegerführer Atlantik based at Lorient. On formation this command encompassed 29 Fw 200s of I. Gruppe, 20 Dornier Do 217s of II. Gruppe and 31 Heinkel He 111s of III. Gruppe of KG 40 plus the Ju 88s of KGr 105 and 506, the Heinkel He 115s of K.Fl.Gr. 906 and the Ju 88s and Bf 110s of 3.(F)/123, a total force of 115 aircraft.

Allied counter-measures to protect shipping against Condor attacks could only be slowly introduced but arming merchantmen with a few guns was effective enough; the German aircraft was little able to withstand much combat damage or many stress-inducing manoeuvres at low-level over the sea. By the summer of 1941 the Allies had intro-



Upper and lower views of Fw 200 V2 D-AERA, 'Westfalen'



For as long as the Condor was used on maritime operations, the flying schools provided trained crews. This Condor belonging to Blindfliegerschule 6, has a blanked off front gun position and seems to have created a good deal of interest. Note how far the cabin air intake behind the cockpit stands proud of the fuselage side. (Bundesarchiv)

replaced by a taller Fw 19 turret with a single 7.9-mm machine gun and beam mountings were provided for single 7.9-mm guns on either side of the rear fuselage.

Different Rüstsatz, or armament changes, distinguished the balance of the Fw 200C-3 series: the C-3/U1 had a 15-mm MG 151 cannon in the turret and an MG 151/20 of similar calibre replacing the 20-mm weapon in the nose of the cupola; the Fw 200C-3/Us had the MG FF cannon deleted and a Lofte 7D bombsight and single MG 15 in its place; the Fw 200C-3/U3 had an electrically as against an hydraulically-operated EDL 131 turret with a 13-mm MG 131 machine gun and the Fw 200C-3/U4 reverted to the Fw 19 turret and could accommodate up to four 13-mm MG 13 machine guns in the beam positions. The balance of Fw 200C-3 production was made up by a single C-3/U5, two C-3/U7s, one C-3/U8 and one C-3/U9, the sole U6 not being completed.

Increasing output by the Focke Wulf factory at Cottbus enabled a second Gruppe of KG 40 to be formed as a Condor unit in December 1941. This was III./Gruppe, II./KG 40 having meanwhile been formed to operate other types. Working up to a full complement of Condors took until early the following year but KG 40 was to have some notable success - and setbacks - before the end of 1941.

On 16 December Condors radioed the position of convoy HG 76 inbound to the UK from Gibraltar. The subsequent U-boat attack sent a number of ships to the bottom but the Condor force itself was attacked by Grumman Wildcats flying from *HMS Audacity*, one of the first operational escort carriers. Several of KG 40's aircraft were lost to this cause, which posed the greatest potential threat to future operations. It was the Allied intention to close the 'Atlantic gap' to prevent Fw 200s and U-boats from hunting freely outside the range of British and American long-range aircraft and escort ships. The escort carrier would become a vital element in curtailing German anti-shiping activity.

duced an even more menacing counter-measure to KG 40's activities in the shape of Hurricanes mounted on selected cargo ships. These Catapult Aircraft Merchantmen (CAM) ships sailed in convoys specifically to ward off prowling Condors and their first success came on 3 August when an aircraft of I./KG 40 was shot down. Condor losses began to rise alarmingly.

As a result, by the late summer, KG 40 was increasingly shadowing rather than attacking convoys and radioing their positions to U-boats. Air attacks were still carried out, but crews were ordered to go after 'softer' targets.

During 1941 a new Fw 200 sub-type, the C2 appeared. This had faired wing bomb racks, revised outboard engine nacelles and internal modifications, the most important of which was to be introduced on the following Fw 200C-3. The manufacturers were only too well aware that the Luftwaffe crews were subjecting the Condor to stresses that it had not been designed to withstand but there were obviously limitations to the degree of modification possible short of a major redesign. After eight Fw 200C-2s had been completed, some structural strengthening

Fuelled, armed and ready for another sortie Focke Wulf Fw 200C-4 (F8+LS of 8./KG 40 carries the dorsal D/F loop fitted to this version. As a precaution a fire-extinguisher stands ready for engine start. (C.Goss)

was carried out on the C-3. That this variant was indeed a more able combat aircraft is reflected in the production run of 40 initial examples followed by 35 more, these being sub-variants with detail changes.

The Fw 200C-3 was powered by uprated BMW Bramo 323R-2 nine cylinder radials of 1,200 hp, these engines helping to compensate for the inevitable weight increase of the structural modifications, but bomb load was also boosted, to 4,620 lbs, usually comprising two 1,000 lb, two 500 lb and 12 110 lb bombs. The faired dorsal gun position was





A crew of 9./KG 40 in front of their aircraft, 23 August 1940. Second from the right is Ofw Hans Gentsch. (C. Goss)

exploded barely 500 yards from the ship.

The last months of 1942 represented something of a watershed for KG 40. The unit was dispersed and expanded, with 9. Staffel transferring to Lecce in southern Italy to undertake transport duties, while a new V. Gruppe was formed for long-range fighter duties.

Always considered something of a 'stop gap' type, the Fw 200 was to have been completely replaced by the Heinkel He 177, some of which were now ready for operational testing. Although selected, I. Gruppe crews briefly flew the new aircraft but they soon reverted to the Condor due to the numerous problems with the Heinkel bomber.

INTRODUCING RADAR

Cottbus switched Fw 200 production to the C-4, this becoming the most numerous of the line with 95 aircraft completed, starting in early 1942.

The principal advantage of the C-4 from the operational point of view was the installation of Air-to-Surface-Vessel (ASV) radar as standard, although radar had been installed experimentally in Condors late in 1941. FuG 216 Neptun S was found wanting due to its limited range of only nine miles although the improved FuG 218 was also fitted in some Fw 200s, as was Rostock. The latter set was bulky and required an unwieldy 'antler' type aerial array. FuG 200 Hohentwiel, first introduced in November 1942, was a great improvement and by 1943 it had become the standard German ASV set. One advantage of Hohentwiel was that it could pick up wandering blips as far away as 124 miles, enabling the crew to use their D/F



Like many Luftwaffe units KG 40 had a very successful early war period, becoming a significant thorn in the Allied side in its own right and working well with U-boats. Fuel is going aboard this Fw 200C-4 (F8+BR) in this view of a 7. Staffel dispersal point. (C. Goss)

Condors were responsible for calling in aircraft and submarines to attack four convoys in March and April 1942. Later, on 27 June, PQ 17 suffered a greater loss when ships were ordered to scatter. Fw 200 sighting reports were indirectly responsible for the sinking of 23 ships from the luckless PQ 17's 34 vessels.

Continuous shadowing by the Condors, which could remain airborne for up to 14 hours, enabled the Luftwaffe to search out individual ships for destruction. Not so one-sided was the action that surrounded PQ 18 in mid-October. Well covered by an escort carrier, only 13 out of 40 ships were lost.

On 31 October a Condor was the victim of a quick-thinking crew aboard the battered old freighter *SS Omega*. In response to a strafing run the ship fired a flare which apparently blinded the German pilot. The Condor faltered long enough for fire from a Lewis gun to cause fatal damage and it

Sharing a hardstanding with a Junkers Ju 52/3m, this Fw 200C-4 appears to carry the bird's head insignia associated with Himmler's personal aircraft which was coded GC+AE. Behind the crew boarding ladder the last letter of the code is yellow on a green fuselage band. (Bundesarchiv)





equipment to track it out of range of defending guns and most importantly, escort carrier fighters. FuG 200 additionally enabled crews to carry out blind bombing attacks.

For attack and defence the Fw 200C-4 had a 20-mm cannon or 13-mm machine gun in the forward gondola, depending on whether the Lofte bomb sight was installed. Although externally all the military Condors were similar, the C-4 standardised on the electrically-operated dorsal turret with a single MG151 machine gun.

Using a pair of dividers to determine how long it will take to reach their designated patrol area, part of a KG 40 crew let the engines warm up before climbing on board. Flights were often very long and tedious with or without some excitement on the way (Bundesarchiv)

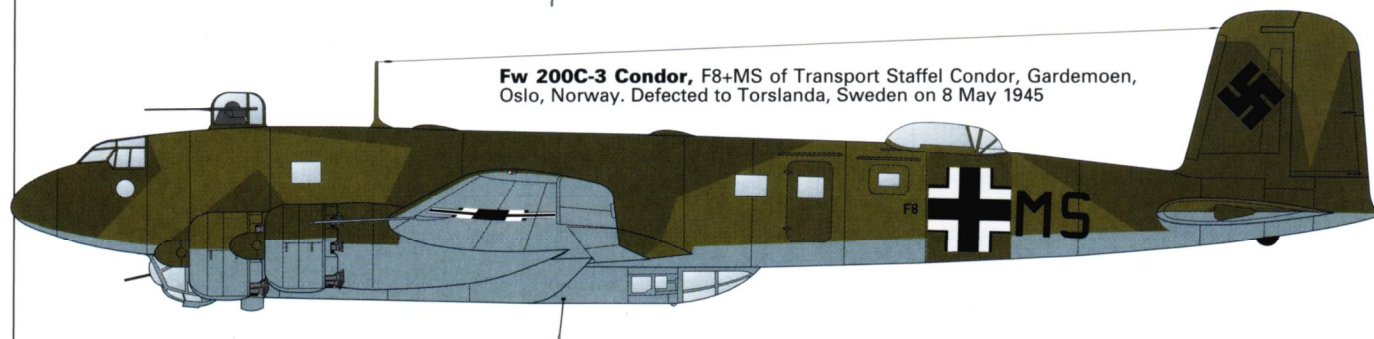
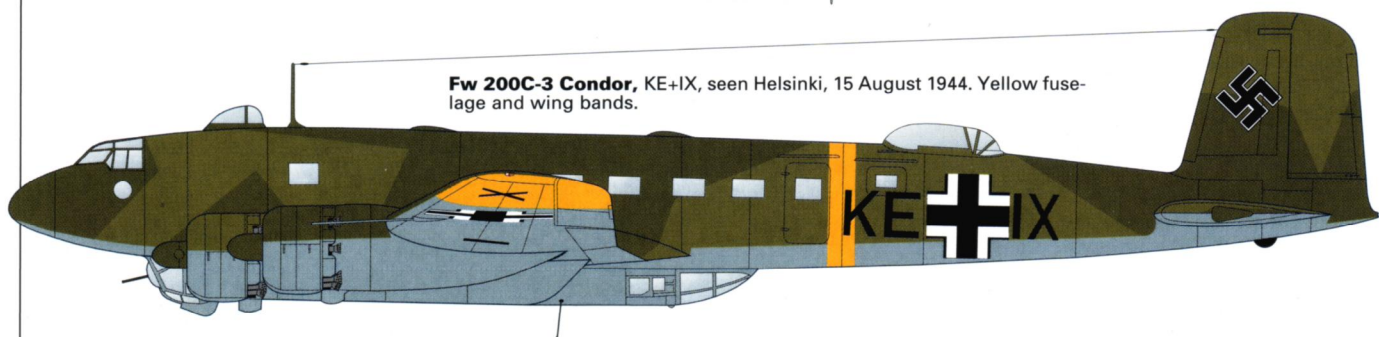
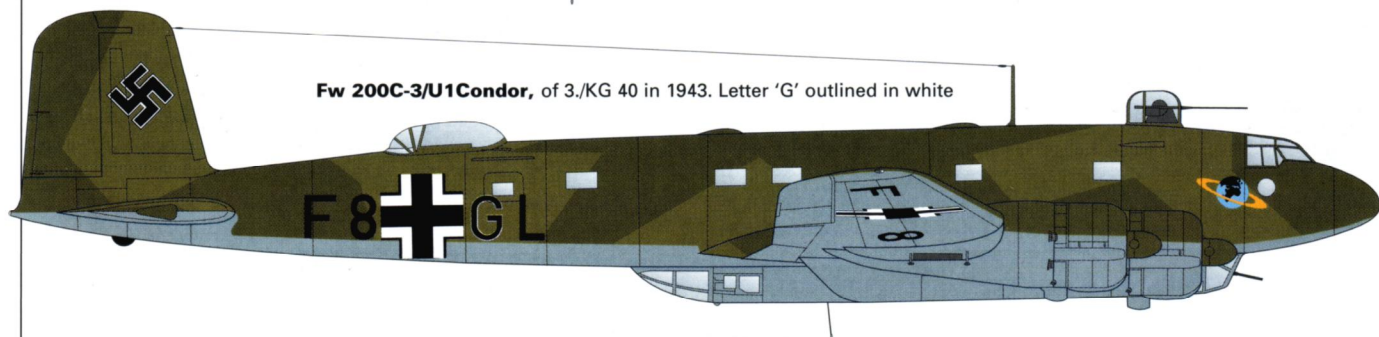
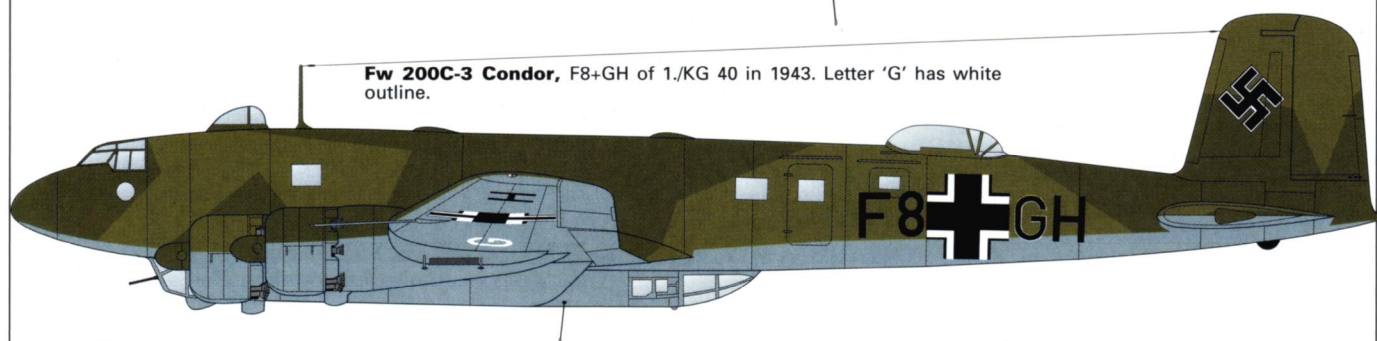
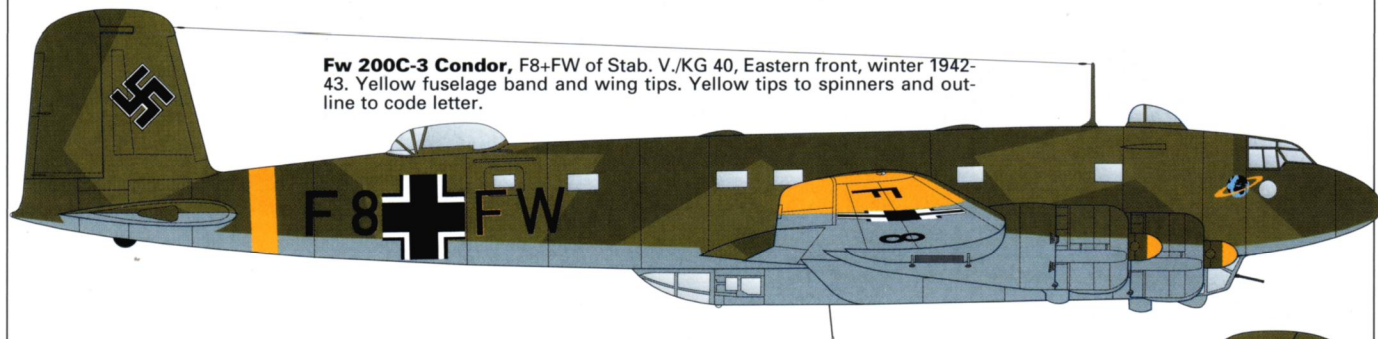
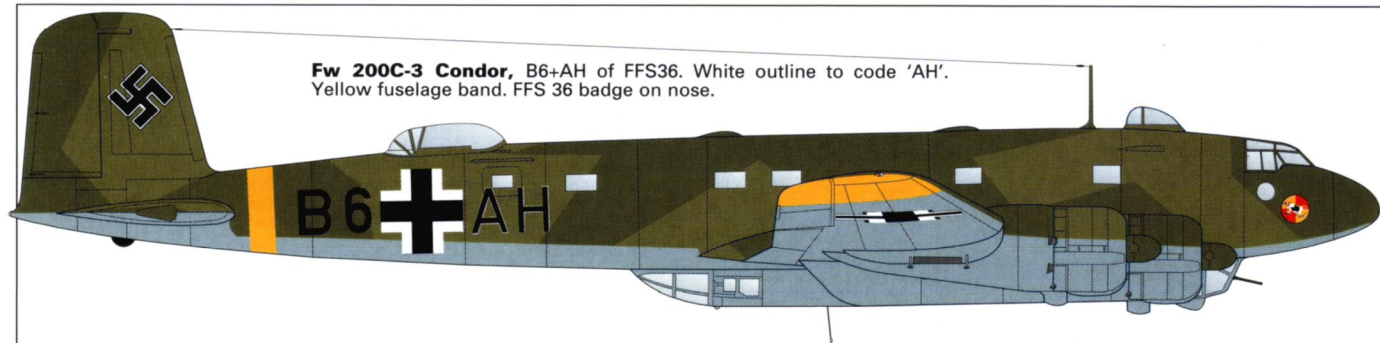
A total of 16 sub-variants took the production total of the C-4 to 111 aircraft. These were: three C-4/U1 11-seat transports with the Fw 19 turret plus an Fw 20 gun mount in the rear dorsal position and abbreviated ventral gondola with the aft glazing faired over; three C-4/U2 transports with 14 passenger seats and shorter ventral gondola; eight C-4/U4 reconnaissance bombers and two C-4/U4s. With its normal range of 2,211 miles and lengthy endurance on standard fuel, although extra tanks could be carried, the Fw 200 was usefully able to fly sorties over distances that medium and short range aircraft could not handle. Condors were in late 1942 issued in small numbers to 1.(F)/120, II./KG 100 and 1.(F)/122 to supplement rather than replace the standard German medium

A pleasing view of Fw 200C-3/U4 F8+GH of KG 40 showing the faired wing bomb racks introduced to 'spread the load' and prevent too much stress being placed on the relatively delicate airframe by concentrating the weapons load. (Bundesarchiv).

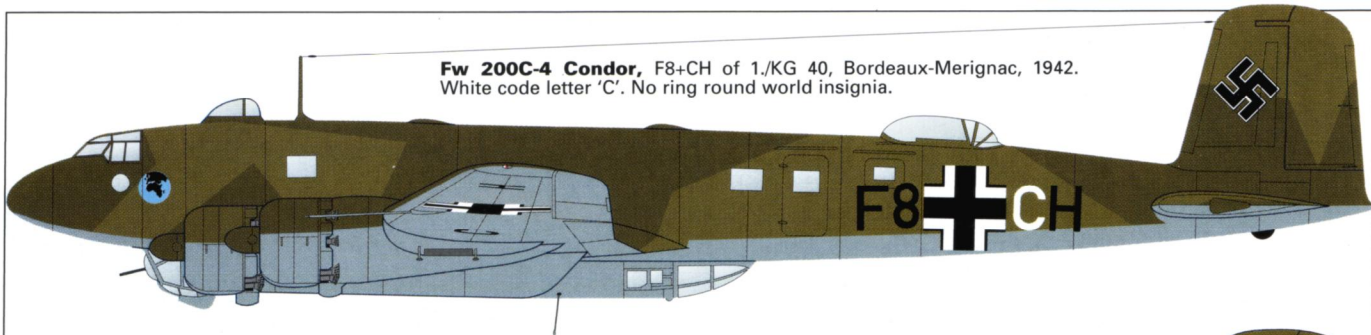
bombers.

The Condor was rarely used in a conventional bombing role but on 1 January 1943, 7. and 8./KG 40 surprised the citizens of Casablanca by attacking their town. It was coincidental that one of the most far-reaching Allied conferences of the war was due to take place there some two weeks later and although little damage was done by the four 550 lb bombs dropped by each Condor, the big bombers caused some consternation. The attack had been on the orders of the III. Gruppe Kommandeur, who was reprimanded

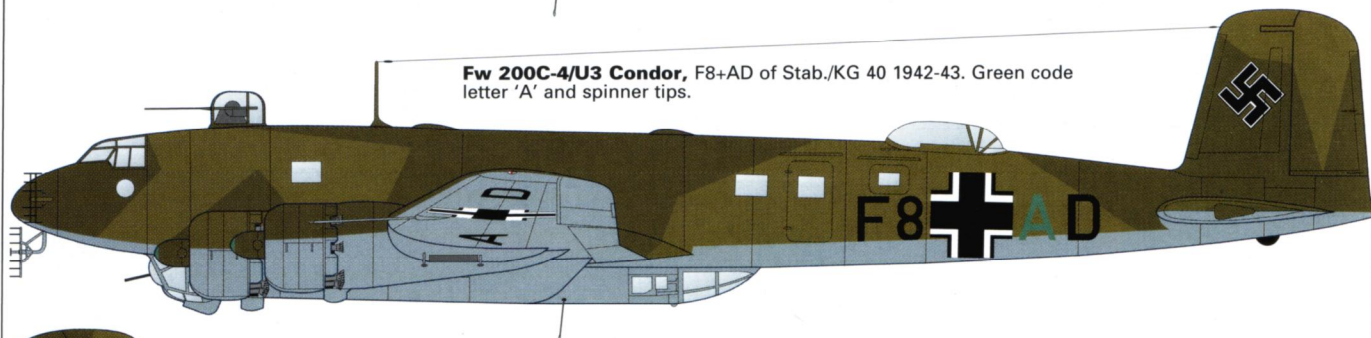




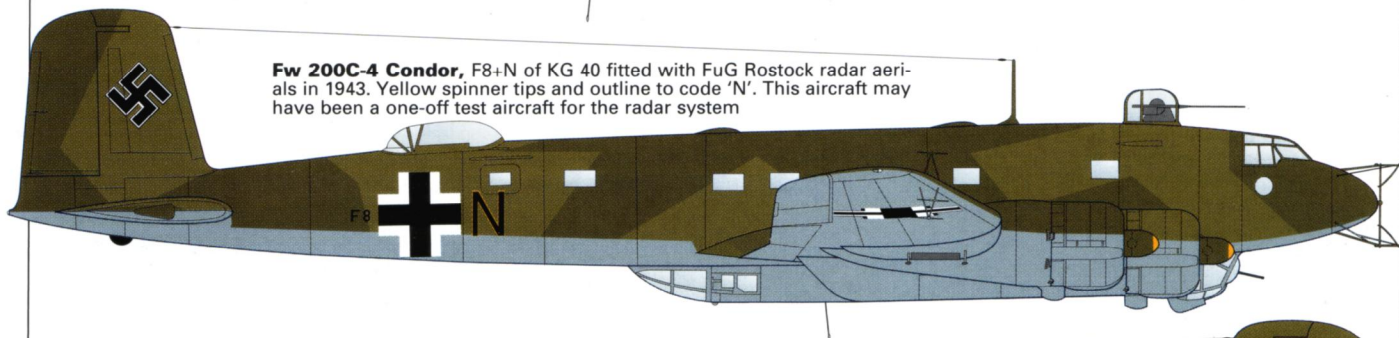
Fw 200C-4 Condor, F8+CH of 1./KG 40, Bordeaux-Merignac, 1942. White code letter 'C'. No ring round world insignia.



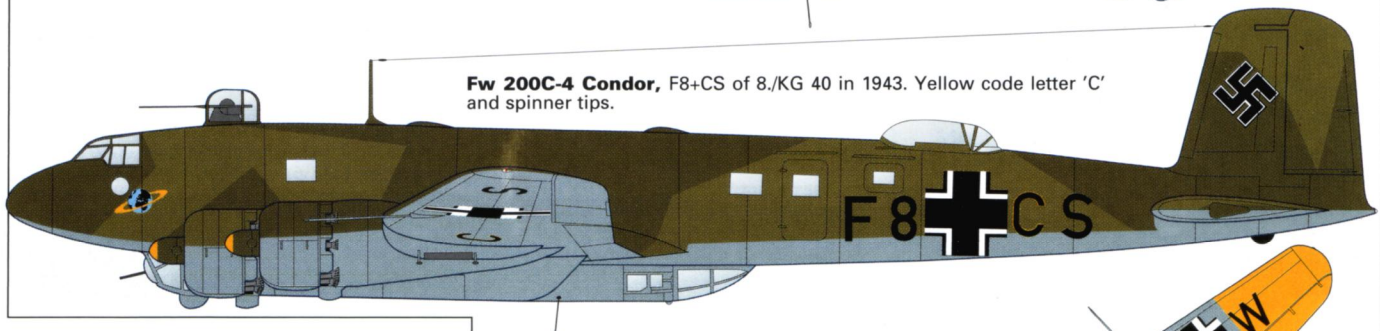
Fw 200C-4/U3 Condor, F8+AD of Stab./KG 40 1942-43. Green code letter 'A' and spinner tips.



Fw 200C-4 Condor, F8+N of KG 40 fitted with FuG Rostock radar aerials in 1943. Yellow spinner tips and outline to code 'N'. This aircraft may have been a one-off test aircraft for the radar system



Fw 200C-4 Condor, F8+CS of 8./KG 40 in 1943. Yellow code letter 'C' and spinner tips.

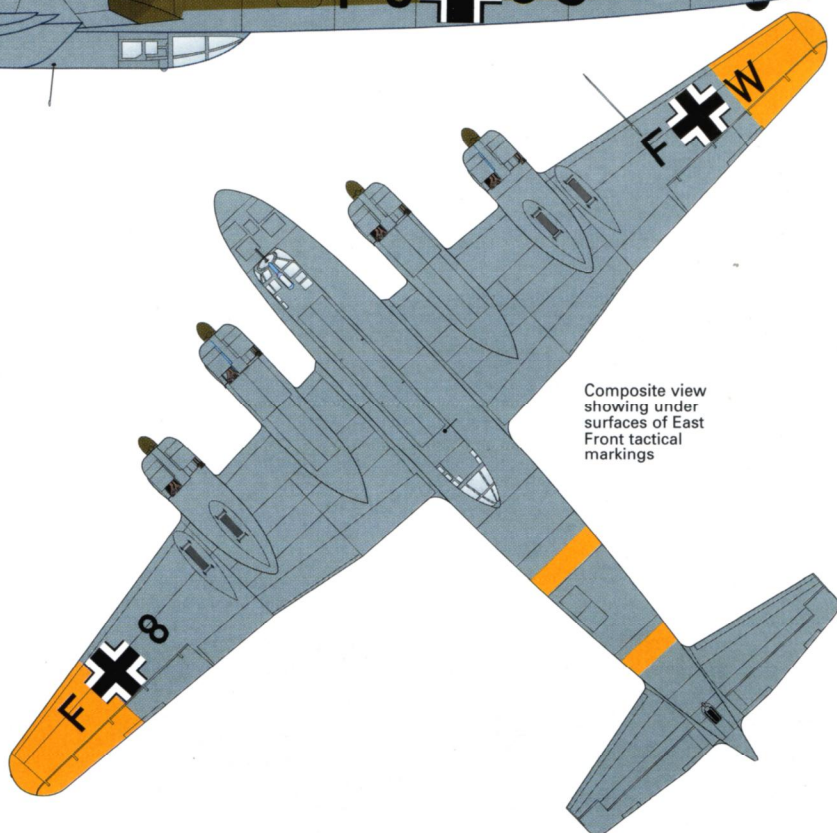


for his unofficial action, particularly as he lost four aircraft. Anti-aircraft fire forced four of the Fw 200s to land in Spain where one, Wr.Nr 0166/F8+JR, was later repaired and put into airline service with Iberia. Two aircraft landed safely and one was written off. (See page 18)

CONDORS OVER RUSSIA

When the German Sixth Army found itself fighting for its life at Stalingrad, Hermann Göring's boast that the Luftwaffe transport force could fly in the necessary relief supplies was quickly found to be hollow. That was one reason why part of KG 40 came to be in the hostile surroundings of Pitomnik - the other was that the Luftwaffe had a chronic shortage of small transport aircraft, let alone large ones. Bombers were pressed into a temporary transport role, four-engined types being able to help even if they could not lift substantial loads. In reality, the daily tonnage required to sustain General von Paulus and his men was far beyond even the extra capacity that the Luftwaffe found.

Eighteen Fw 200s of 1. and 3./KG 40 used the base at Stalino, the unit flying its first operation on 9 January 1943. Given the



Composite view showing under surfaces of East Front tactical markings



The demands of the Russian front, particularly the disaster at Stalingrad, saw KG 40's Condors join a motley collection of aircraft large enough to carry freight for the surrounded Sixth Army. In this view a Condor is having its engines warmed by a portable heating unit, probably at Stalino. (Bundesarchiv)

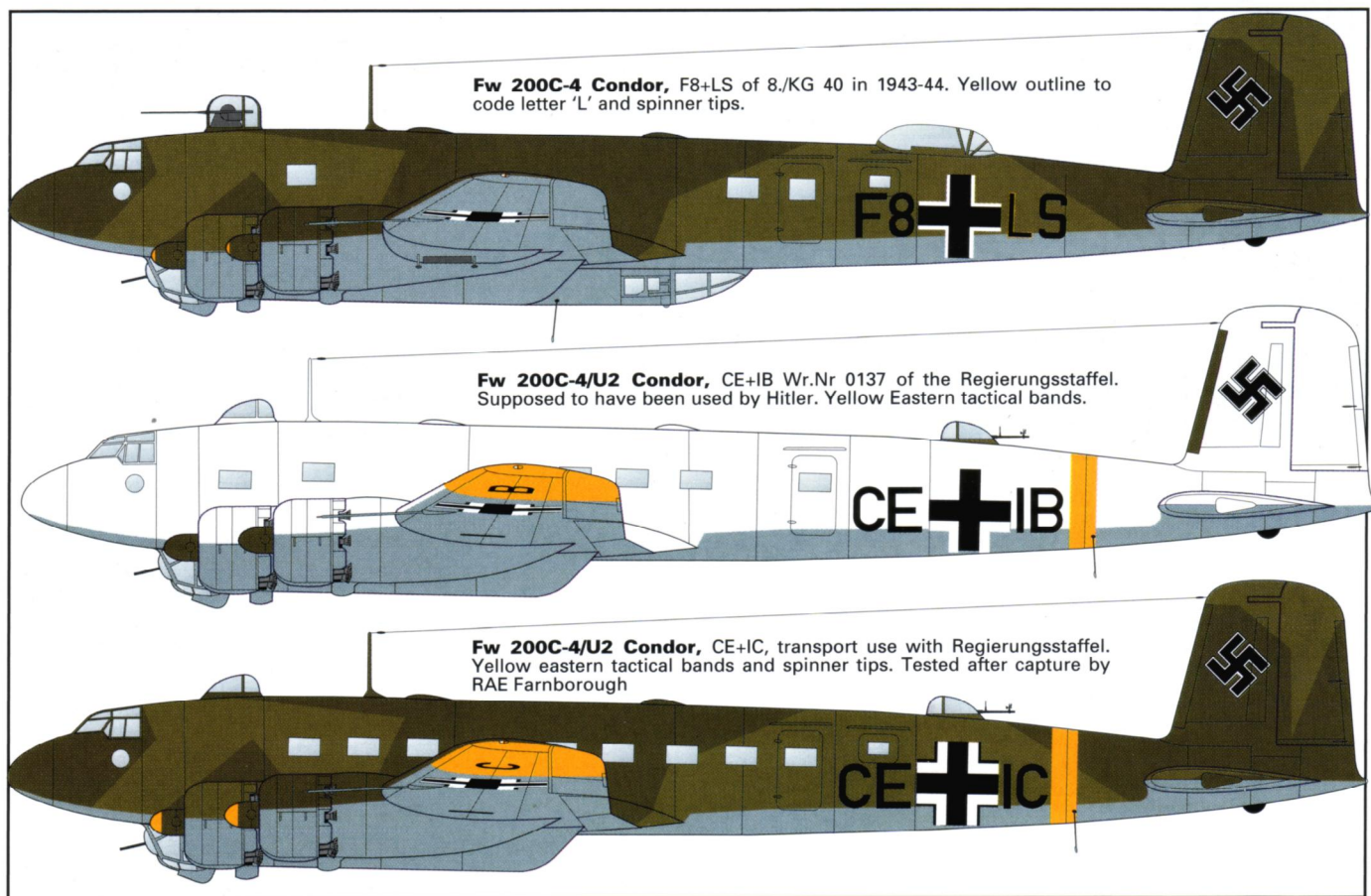
temporary designation Kampf Gruppe zur besonderen Verwendung 200, this force under Maj Hans-Jurgen Williers, initially flew 36 tons of supplies into the Stalingrad pocket and brought out 156 wounded troops.

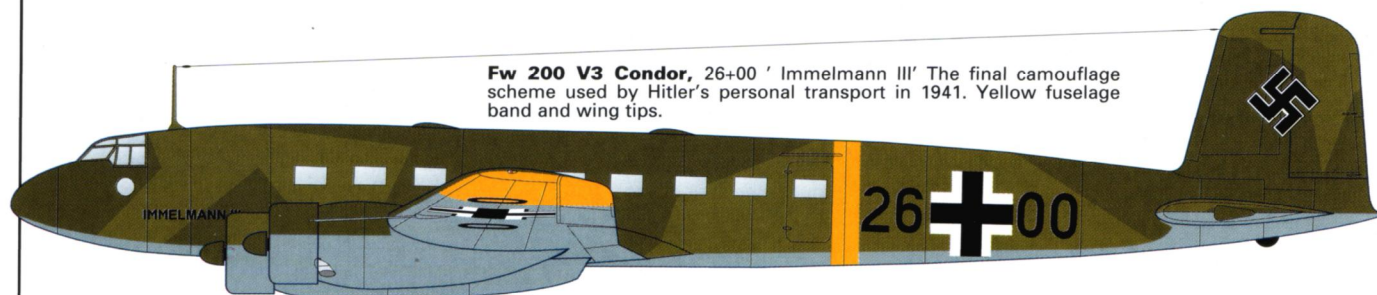
Russian pressure was such that the unit soon reverted to air drops by parachute, each Condor carrying four containers under the wings.

With Stalingrad all but lost to the Germans, KGr.zb.V 200 was transferred to Zaparozhe to continue doing what it could and in total the Condors flew 41 operations to supply Sixth Army before the collapse. In addition they flew 35 transport missions over the Crimea before being withdrawn back to Berlin-Staaken in February. Those aircraft

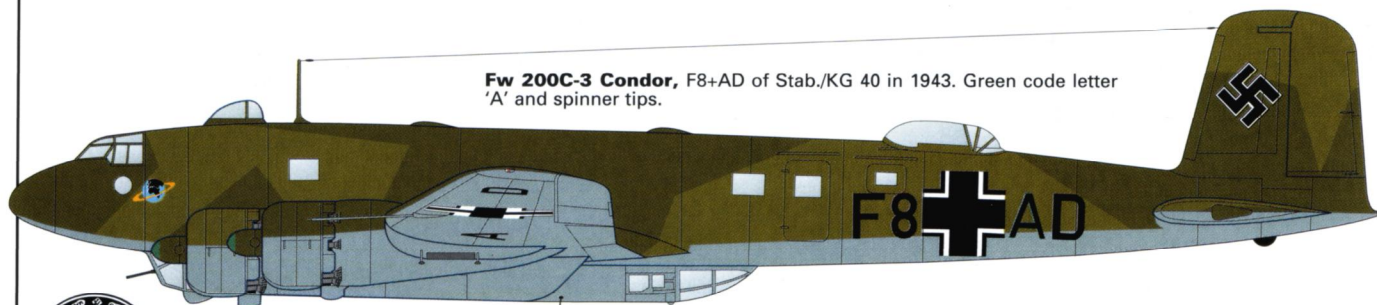
that returned to Germany - nine Fw 200s having been lost in Russia - were amalgamated into a new 8./KG 40 based at Bordeaux-Mérignac under Luftflotte 3.

In its shipping attacks KG 40 was immeasurably helped by reports from Spain which alerted Fliegerführer Atlantik to sailing dates and times for Allied convoys out of Gibraltar and despite this early warning, KG 40 continued to lose trained crews. Seven crews were lost in the second half of the year, one from 9. Staffel going down on 2





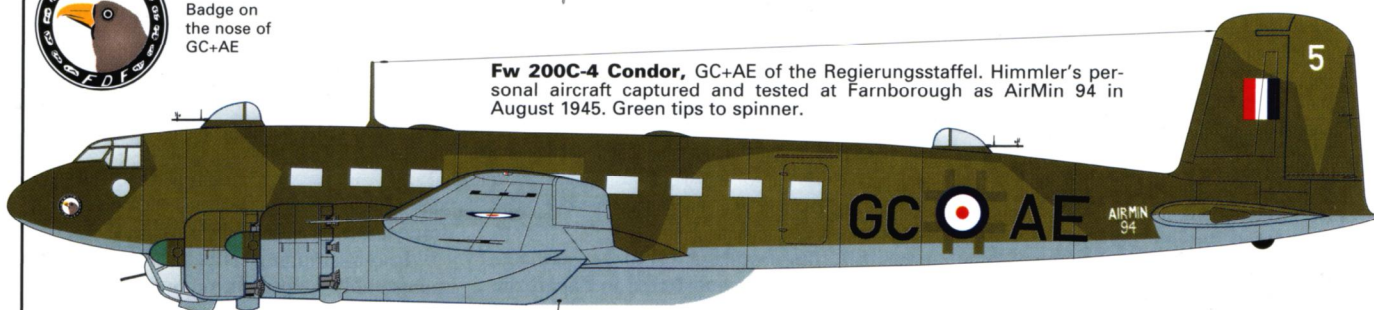
Fw 200 V3 Condor, 26+00 'Immelmann III' The final camouflage scheme used by Hitler's personal transport in 1941. Yellow fuselage band and wing tips.



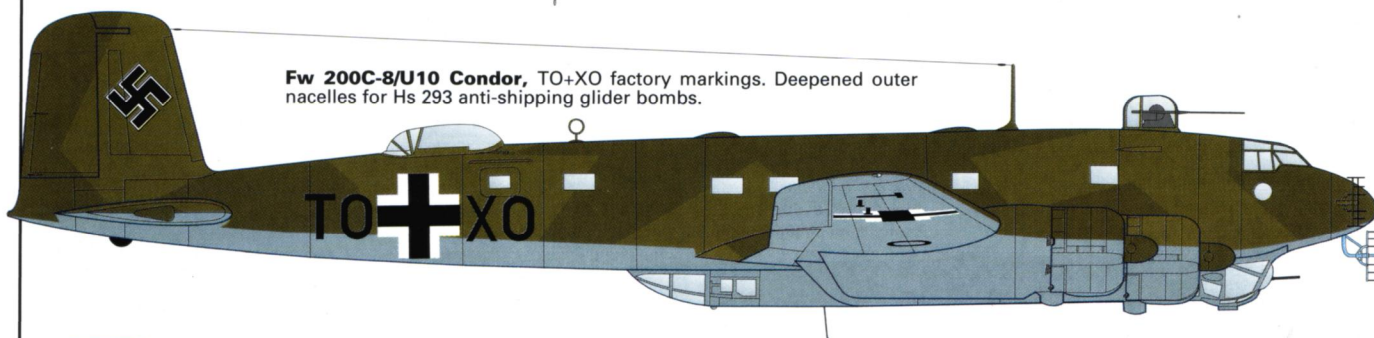
Fw 200C-3 Condor, F8+AD of Stab./KG 40 in 1943. Green code letter 'A' and spinner tips.



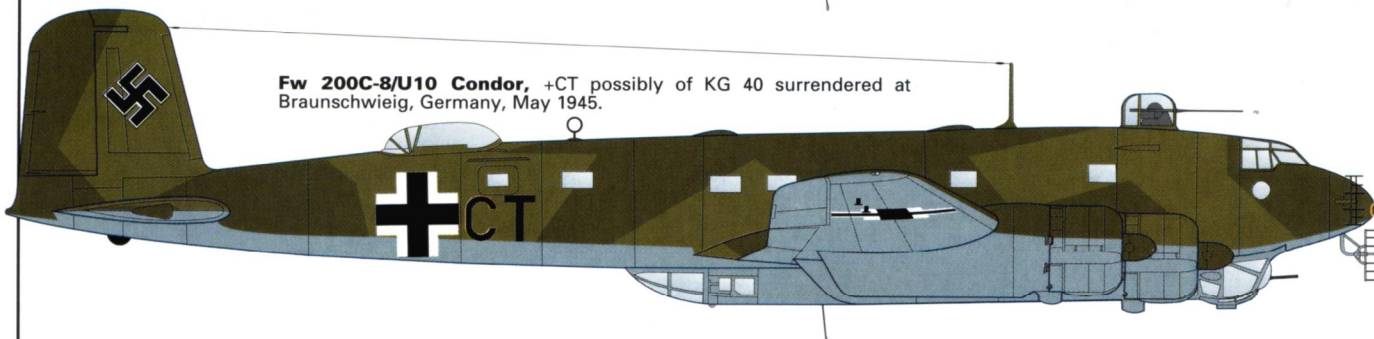
Badge on the nose of GC+AE



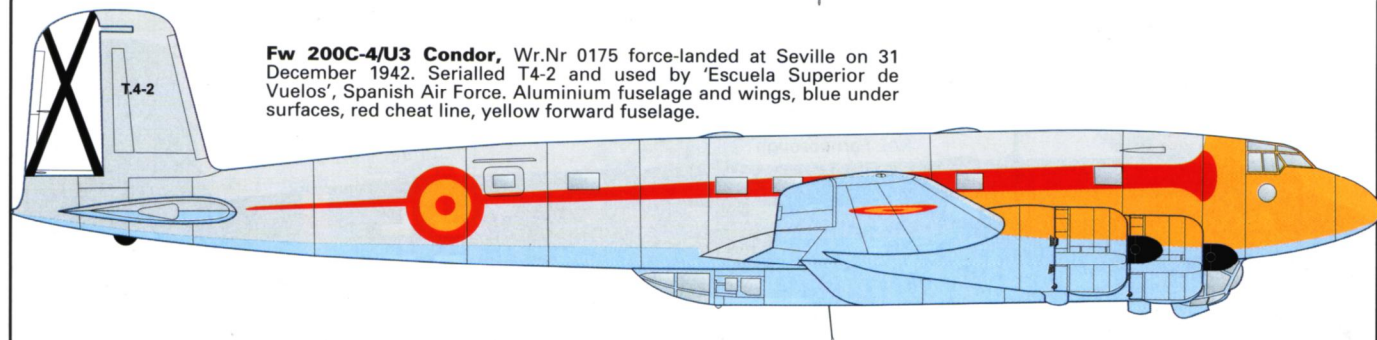
Fw 200C-4 Condor, GC+AE of the Regierungsstaffel. Himmler's personal aircraft captured and tested at Farnborough as AirMin 94 in August 1945. Green tips to spinner.



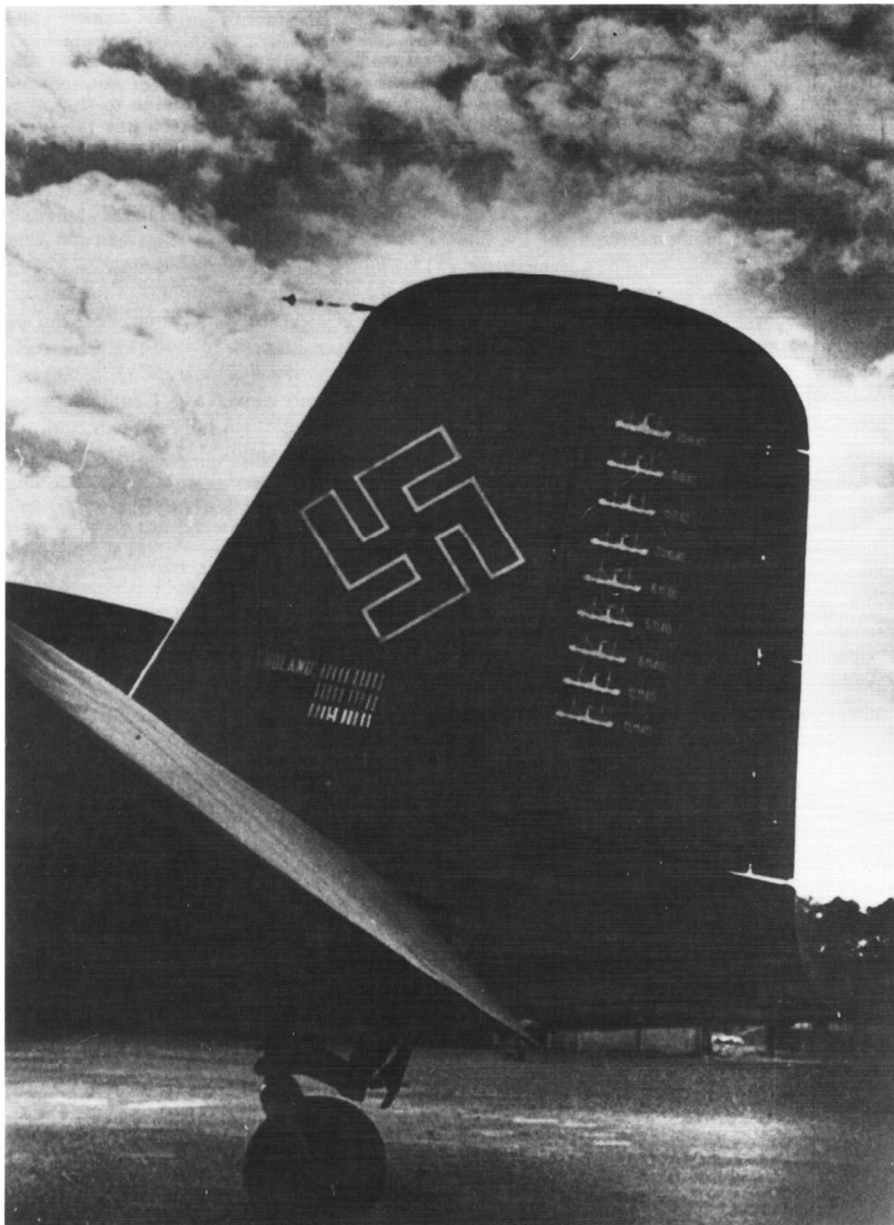
Fw 200C-8/U10 Condor, TO+XO factory markings. Deepened outer nacelles for Hs 293 anti-shipping glider bombs.



Fw 200C-8/U10 Condor, +CT possibly of KG 40 surrendered at Braunschweig, Germany, May 1945.



Fw 200C-4/U3 Condor, Wr.Nr 0175 force-landed at Seville on 31 December 1942. Serialled T4-2 and used by 'Escuela Superior de Vuelos', Spanish Air Force. Aluminium fuselage and wings, blue under surfaces, red cheat line, yellow forward fuselage.



Above; This Fw 200C-4 (F8+FL) of 3./KG 40 has a barely discernable 'scoreboard' of sunken ships on its rudder, a practise followed by various individuals of the unit (C. Goss) Left: Another scoreboard. The Condor's rudder made a suitable 'canvas' for an individual aircraft's tally of ships sunk. On certain aircraft groundcrews also took the time to record the number of sorties to a given area - England in this case. (Bundesarchiv)

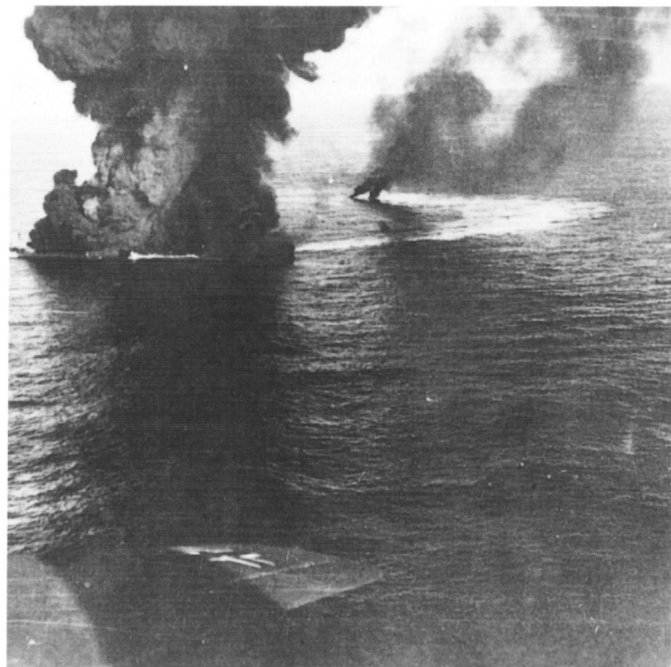
September.

Having shadowed the *MV Renee Paul* using intelligence reports, the crew's patient cat and mouse game ended in disaster when their aircraft was shot down by anti-aircraft fire from a naval escort vessel. All the crew perished. Others were the victims of numerous accidents attributable to both enemy action and the structural weakness of the

FOCKE WULF Fw 200 CONDOR UNITS

Unit	Code
I, III and IV./KG 40*	F8
II./KG 100	6N
Aufkl.Gr 1.(F)/120	A6
Aufkl.Gr 11.(F)/122	F6
III./K.Gr.zb.V 1	1Z/1C
K.Gr.zb.V.107	?
K.Gr.zb.V.108	7U
K.Gr.zb.V.200	F8
LT Staffel 5	J4
LT Staffel 290	J4
Führer Kurier Staffel	none
Grossraum Transport Staffel	N1/G6
Transport Flieger	
Staffel Condor/Transport	
Flieger Staffel 200	F8
Blindflugschule 6	none
BFS (B) 36	none
Ob.d.L (OKL)	T5/G2/L2

* II./KG 40 operated shorter range aircraft such as the Dornier Do 217 and Junkers Ju 88.



Above: A Condor circling a blazing tanker in November 1941, a month when Allied losses were less than previously - but there was considerable E-boat activity. As far as can be established from the statistics and the original photo caption, the tankers *Asprey*, *Virgilia* and *War Mehtar* were the only ones that were sunk, not in the Atlantic, but in the North Sea that month and this Condor crew may have been observing the handiwork of their seaborne comrades. (C. Goss) **Left:** A Condor with the bird insignia of the Riegelstaffel or government transport squadron. An abbreviated form of the badge was used on the aircraft assigned to Himmler. Below it a second badge with a naval connotation has the word 'Albatros' followed by another word painted underneath it. (C. Goss)

Condor although many of these were survivable. During August a 9. Staffel crew who had forced landed in Spain were repatriated after three weeks' stay and on 13 December a Condor made a forced landing in Ireland where the crew were interned.

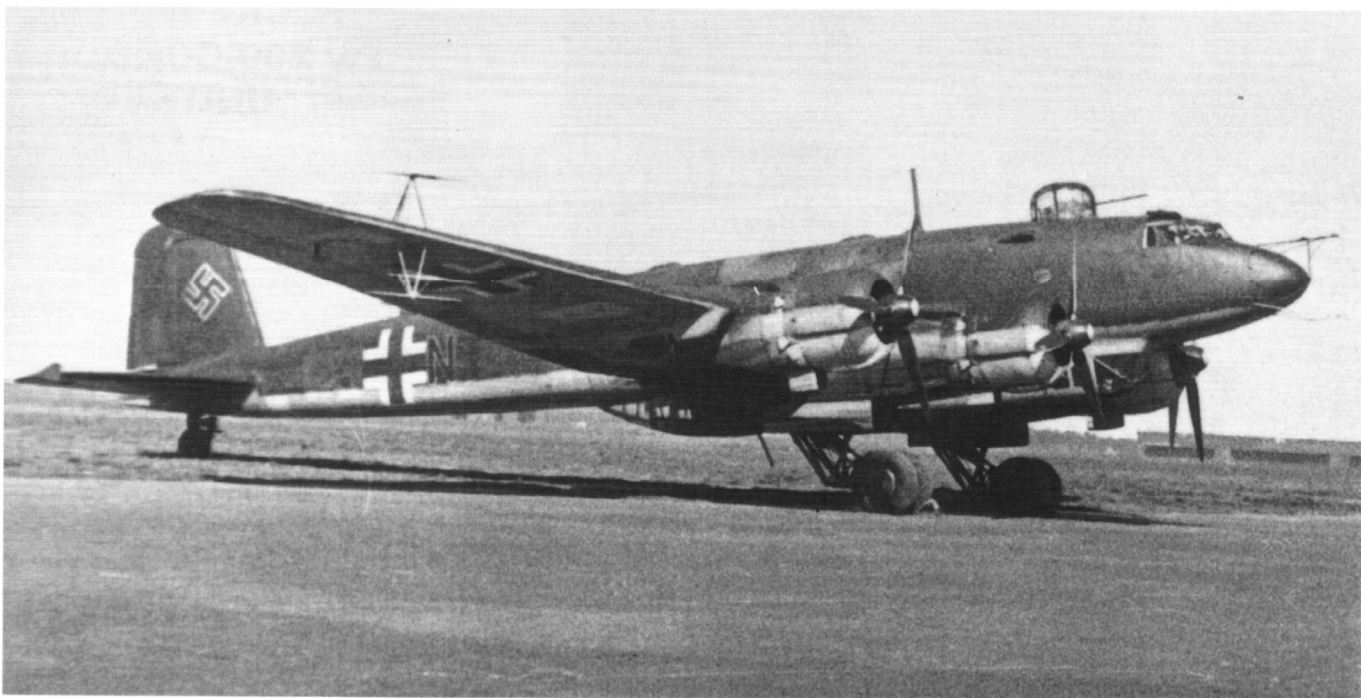
By December with KG 40 crews otherwise

Sporting the nose and wing aerial array for a Rostock ASV radar, this Fw 200 has most of its code overpainted to leave the single letter 'N' visible. This may indicate a test aircraft for the radar, which was replaced by the more reliable Hohentweil set. (IWM)

occupied in operationally testing the Heinkel He 177, Condors equipped the Stab. and all Staffeln of III. Gruppe which was based at Cognac with about 26 aircraft. In addition 3. Staffel, which was attached to III./KG 40, operated Condors out of Trondheim-Vaernes. Losses in the latter half of 1943, although considered to be light, nevertheless reinforced precautions for Fw 200 crews not to execute attacks from lower than 9,000 feet due to the anti-aircraft fire that could be put up by Allied ships.

LONG RANGE HELP

During the autumn of 1943, the Condors of KG 40 were given the support of the aircraft of 1./FAGr 5 based at Mont de Marsan. These were Junkers Ju 290A-3s and A-4s with a range of 3,820 miles. The Ju 290 had originally been viewed as a Condor replacement but in the event only a handful of aircraft were built and issued to FAGr 5 which nevertheless assisted the KG 40 crews in obtaining location reports of likely targets.



FOCKE WULF FW 200 CONDOR CIVIL REGISTRATIONS

Variant	Reg'n	Name	KG40 service
Fw 200 V1	D-AERE	Brandenburg	-
	D-ACON	Condor	-
Fw 200 V2	D-AETA	Westfalen	F8+GH
Fw 200A-0	D-ADHR	Saarland	F8+CU
Fw 200A-1	OY-DAM	Dania	-
	G-AGAY	Wolf*	-
Fw 200A-0	D-AMHC	Nordmark	F8+HH F8+DU F8+MV
Fw 200KA-1	OY-DEM	Jutlandia	-
Fw 200A-0	D-ARHW	Friesland	F8+EU
Fw 200A-0	D-ASBK	Holstein	-
	PP-CBI	Abaitara	-
Fw 200A-0	D-ACVH	Grenzmark	-
Fw 200A-0	D-ARHU	Ostmark	-
		Immelmann III	**
Fw 200A-0	D-ABOD	Kumark	-
Fw 200B-1	OH-CLA	Karjala	-
Fw 200D-1	D-AEQP	Kumark	-
Fw 200B-1	OK-CLB	Petsamo	-
Fw 200D-1	D-AFST	Westfalen	-
Fw 200D-2	D-AWSK	Rheinland	F8+BU F8+LV F8+GL
Fw 200D-2	D-ACWG	Holstein	-
Fw 200D-2	D-AMHL	Pommern	-
Fw 200C-3	D-ASHG	-	-
Fw 200C-3	D-ASHH	Hessen	-
Fw 200C-4	D-ASVX	Thuringen	-
Fw 200C-3	D-AARB	Rheinland	-
Fw 200C-3	CCCP-	-	-
	H400	captured 1945	-

* Impressed aircraft

** Hitler's personal aircraft; later code style was WL+2600 and 28+00.

NB: Most aircraft listed served with DHL, the manufacturers and/or Luftwaffe formations except OY-DAM, OY-DEM, PP-CBJ and PP-CBI operated respectively by Danish Airlines and Servicios Aeros Condor. Neither of the two aircraft for Aero O/Y of Finland (OH-CLA and OH-DEM) were delivered.

Top right: Hptm George Schobert's 7. Staffel crew and their Fw 200C-4 with a reduced size unit code, clearly applied over part of the original four letter factory code starting with the letters 'TK'. These letters identified a few Fw 200C-4s and most of the C-6s. Schobert and his crew were lost in December 1943. (C. Goss/Rauchbach)

Centre right: The main Condor training unit was originally Blindfliegerschule 6 at Wesendorf which became BFS 36 and was broadened to take in general reconnaissance training in October 1943. As shown on this aircraft, it apparently retained the blindfolded cow within a quartered red and yellow circle background insignia throughout. Right: Condor ground crew worked in similar conditions to their Allied counterparts. This 'black gang' are seen manhandling a Condor in the Bordeaux dispersal area. (C. Goss/Rauchbach)

Behind the scenes tests had been going on to bring the world's first air-to-surface guided missile into service. This, the Henschel Hs 293, was a relatively simple radio-guided and rocket-propelled SC 500 bomb. Fitted with wings, a fuselage section and a tailplane, the glider bomb was powered by a Walter rocket unit which gave 1,320 lbs of thrust for ten seconds. Fired from the carrier aircraft at a height of between 1,315 to 6,560 feet the Hs 293 could reach 560 mph. For large aircraft such as the Condor the safety range for launching was more than adequate,



Fw200 CONDOR KITS AND ACCESSORIES

Compiled by David Hannant. Current January 1998

Scale	Reference	Aircraft type	Manufacturer	Remarks
1:72	BMW0672	Fw 200 Condor	BMW	Instrument panels also includes Ju 88 and Do217
1:72	RV4309	Fw 200 Condor civil version	Revell	Injection moulded kit
1:72	RV4312	Fw 200C-4 Condor	Revell	Injection moulded kit
1:48	SAN4842	Fw 200C Condor	Sanger Engineering	Projected kit. Production in 1998. Vacuform
1:72	SQS9147	Fw 200C Condor	Squadron/Signal	Gondola and canopies
1:72	SQS9148	Fw 200C Condor	Squadron/Signal	Clear section of gondola front section



Above: Hohentweil radar aerials sprout from the nose of Fw 200C-4 F8+AD of KG 40 which is being refuelled. This radar became the standard German ASV set in 1943. (Bundesarchiv) **Below:** A groundcrew man stands by to flag off a Condor for another long ocean patrol. The tall 'sit' of the top turret is obvious in this view as are the exhaust pipes required by the BMW 323R-2 engines. (Bundesarchiv)

missiles being fired at ranges up to a maximum of 11.2 miles from the target - although the weapon was still effective from just over two miles away.

When used 'in anger' the Hs 293 rarely achieved its maximum design speed and there was an ever-increasing risk that the parent aircraft would be detected and

destroyed long before the target was in range.

By the time KG 40 began to receive Fw 200C-6s which carried two missiles, it had been proven in action in the Mediterranean by IJ/KG 40 using the generally more successful carrier aircraft, the Dornier Do 217.

Condors used the Hs 239 missile for the



Sweating SC 500 bombs out to the Condors, a Luftwaffe groundcrew earn their pay. They used equipment to provide the substantial lift to hang the bombs on the Condor, which rode quite high off the ground. (Bundesarchiv)

first time on 28 December 1942 when four, including one missile carrier, attacked Royal Navy ships in the Atlantic. The operation was not a success as the Hs 293-carrying aircraft was forced to ditch after running across a Coastal Command Sunderland - in fact, few, if any ships were actually sunk as a direct result of a glider bomb attack by Condors.

Condor production continued with the Fw 200C-5 of which there were 19, plus two C-5/U1s and apparently a single C-5/U2 before production switched to the C-6. Fourteen examples of this sub-type, the penultimate Condor variant, were completed.

KG 40's aircraft continued to carry and use the Hs 239 on an irregular basis, with 19 Fw 200C-8s produced as a special missile-carrying sub-type. This was the last Condor variant to see service with the Luftwaffe as by the late spring of 1944 its operations had had to be drastically reduced. Lack of fuel and spares and Allied air superiority mitigated against the operation of large, vulnerable militarised airliners over the steadily shrinking territory controlled by the Third Reich. Those Staffeln of KG 40 still flying Condors were pulled back to Norway and Germany and by late August 1944, KG 40 had all but ceased to exist.

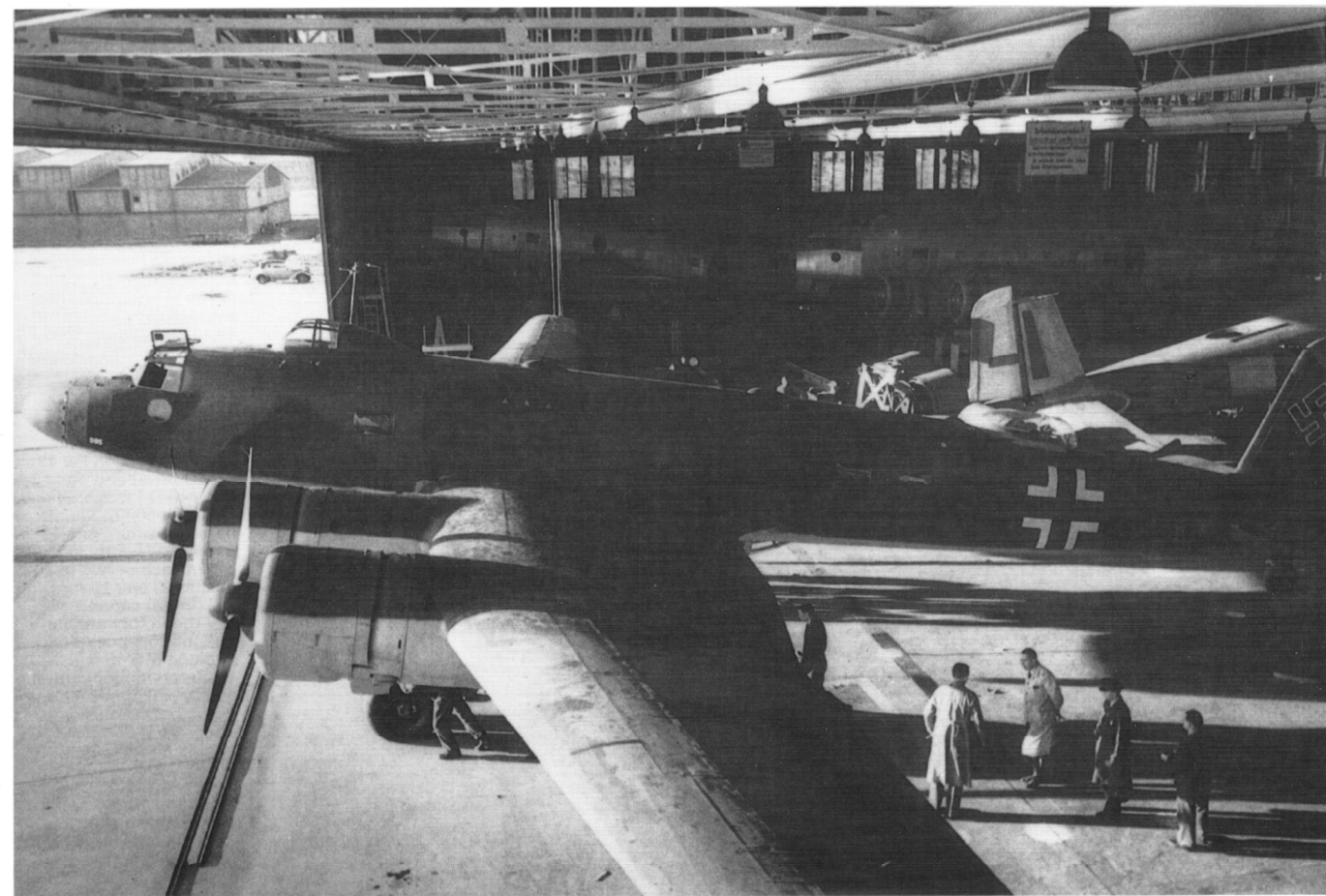
It was resurrected briefly in October of that year but no longer flew Condors and was finally disbanded in February 1945. From then until the end of the war, the Fw 200 continued to operate more in the role for



which it had been originally designed. Formed to begin operations in Norway from October 1944 was Transport Flieger Staffel Condor, the redesignated 8./KG 40. Transport Flieger Staffel 200 at Horsching also used some Condors that had become surplus to first-line requirements and the Führer Kurier Staffel, Hitler's personal transport unit, continued to operate. Little use of these or any other aircraft was made by Germany's beleaguered leader in the last six months or so of the war, however.

A number of Fw 200s were found intact by the Allies at Flensburg when the war ended, among them C-4/U1 Wr.Nr 0176 coded GC+AF used by Heinrich Himmler, head of the SS. Flensburg had become the

base of Grand Admiral Dönitz who had taken over the German government on Hitler's death in May 1945. This machine was flown to RAE Farnborough for evaluation, the British inventory of German aircraft extending to at least four Fw 200Cs by the summer of 1945. One of these is believed to have been one of at least three Condors designated for Hitler's personal use, the Fw 200C-1. Ready to be rolled out at Focke Wulf's Cottbus factory. A new Fw 200C-1 is readied for collection by a KG 40 crew. The 'kinked' trailing edge to the wing is obvious in this view and in the background other Condors can just be discerned in the final stages of completion. The longer chord cowlings of the C series without protruding exhaust pipes, are also evident. (Bundesarchiv)





200C following the two Fw 200A-0s taken on charge in 1939.

Not surprisingly, the vast amount of war booty that fell into Russian hands included a complete Fw 200 that was put on the civil register and a request by the Danish government to use two examples taken over by the British on postwar air services took the Condor story more or less full circle. Agreement was reached to release two aircraft and one, ex-D-ASVX 'Thuringen', which had been given the Air Ministry number 96, was duly flown to Schleswig for use by the Danish carrier DDL. The Danes had meanwhile acquired another Condor, registered OY-DEM. Unfortunately the second British aircraft crashed at Schleswig on its delivery flight and the original Danish machine in turn suffered an accident at Northolt in 1946. With a dwindling supply of spares, DDL was forced to abandon further Condor operations and AM 96 was scrapped at Kastrup in 1948.

Parts of it were used as a chicken coop, an ignominious end for such an elegant aircraft, for the Focke Wulf Condor was a military compromise that performed surprisingly well in the circumstances yet was far better suited to plying the airways than acting out a demanding role as, to quote Winston Churchill, the 'Scourge of the Atlantic'.*

** Churchill actually called the U-boats the scourge - the Condor was considered the most dangerous additional threat to British shipping.*

A number of Fw 200s were built for transport duties and others modified for this role. This one, designated Fw 200C-4/U1 (Wr.Nr. 137) had a shortened ventral nacelle which retained the fore and aft gun positions but deleted the bomb bay. This aircraft is obviously destined for the Russian front as it has an all-white camouflage scheme on its upper surfaces.



Members of the Nazi hierarchy, including Hitler, used the Fw 200 as personal transports. This example, coded CG+AE, plucked out and well-equipped, carried Heinrich Himmler. Captured intact, it was flown to RAE Farnborough for evaluation after the war. (IWM)

FOCKE WULF Fw 200 CONDOR SPECIFICATION

Type: Long range maritime reconnaissance bomber

Powerplant: Four BMW-built Bramo 323 Fafnir R-2 nine cylinder radials each rated at 1,200 hp for take off.

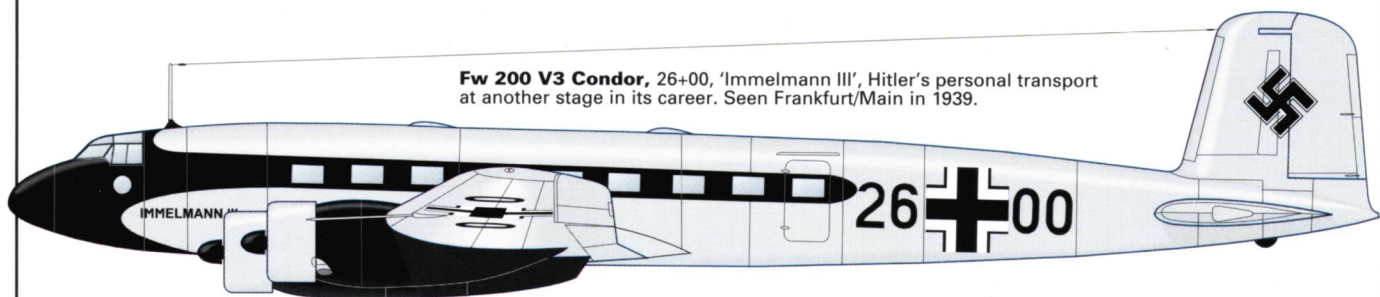
Accommodation: Crew of seven

Dimensions: Span 107 ft 9 1/2 ins (32.84 m); length 76 ft 11 1/2 ins (23.85 m); height 20 ft 8 ins (6.3 m)

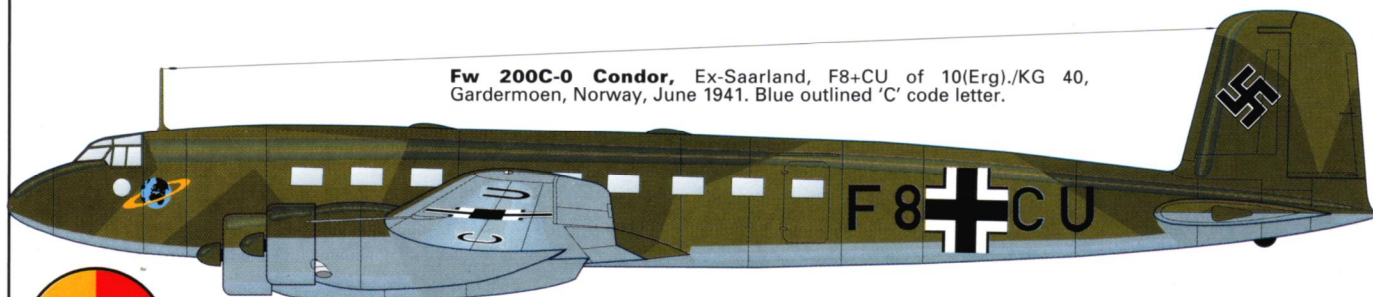
Weights: Empty 37,485 lbs (17,000 kg); loaded 50,053 lbs (22,700 kgs)

Performance: Max speed at 15,410 ft (4,700 m) 224 mph (360 km/h); cruising speed at 13,124 ft (4,000 m) 208 mph (335 km/h). Normal range 2,211 miles (3,650 km); service ceiling 19,685 ft (6,000 m)

Armament: (Defensive) One 7.9-mm MG 15 machine gun with 1,000 rpg in Fw 19 dorsal turret and one 13-mm MG131 machine gun with 500 rpg in aft dorsal position; one 13-mm MG131 with 300 rpg in each of two beam positions; one 20-mm MG 151/20 cannon with 500 rpg in forward ventral gondola position and one MG 15 with 1,000 rpg in rear ventral position. (Offensive) one 1,100 lb (500 kg) bomb under each outboard engine nacelle, one 550 lb (250 kg) bomb under each of two underwing racks and 12 110 lb (50 kg) bombs in ventral gondola totalling 4,620 lb (2,095 kg)



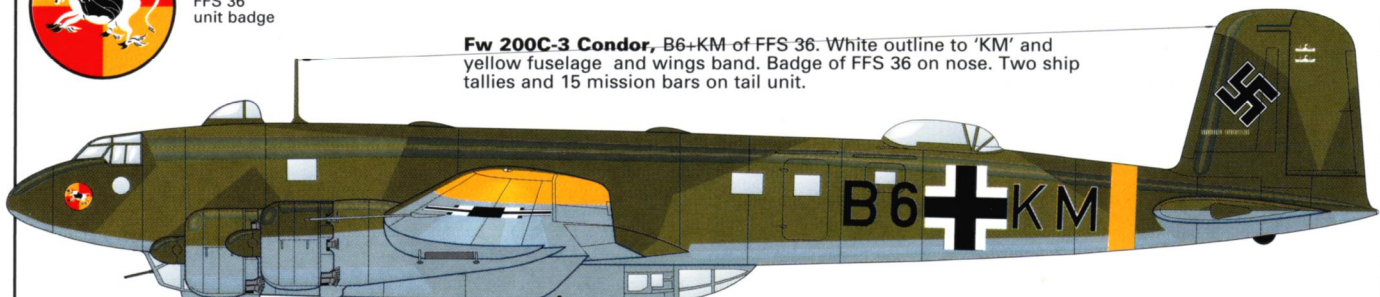
Fw 200 V3 Condor, 26+00, 'Immelmann III', Hitler's personal transport at another stage in its career. Seen Frankfurt/Main in 1939.



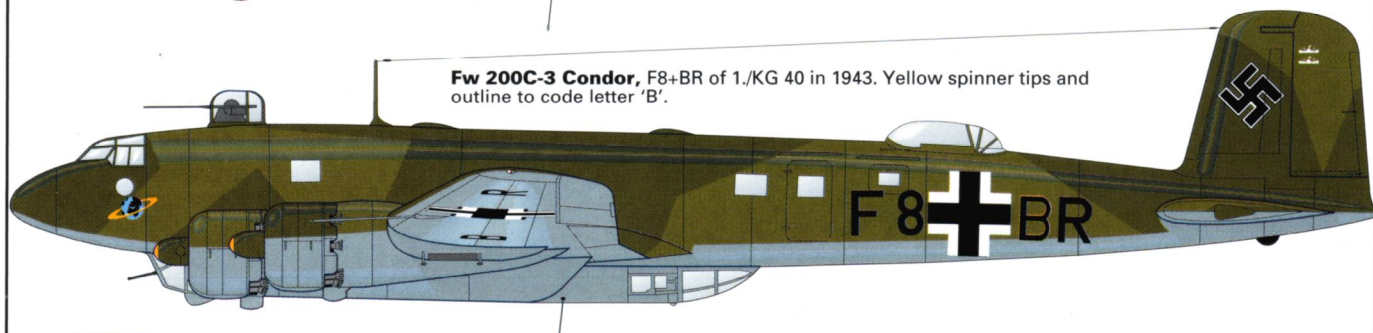
Fw 200C-0 Condor, Ex-Saarland, F8+CU of 10(Erg)/KG 40, Gardermoen, Norway, June 1941. Blue outlined 'C' code letter.



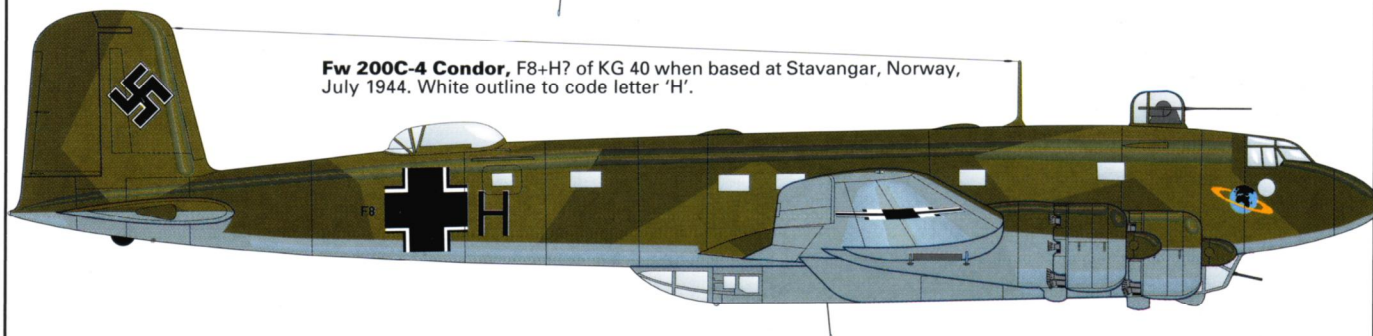
FFS 36
unit badge



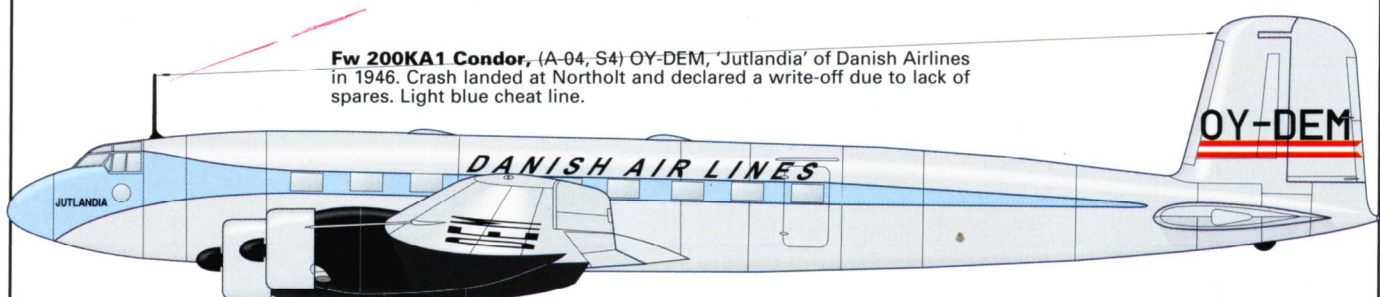
Fw 200C-3 Condor, B6+KM of FFS 36. White outline to 'KM' and yellow fuselage and wings band. Badge of FFS 36 on nose. Two ship tallies and 15 mission bars on tail unit.



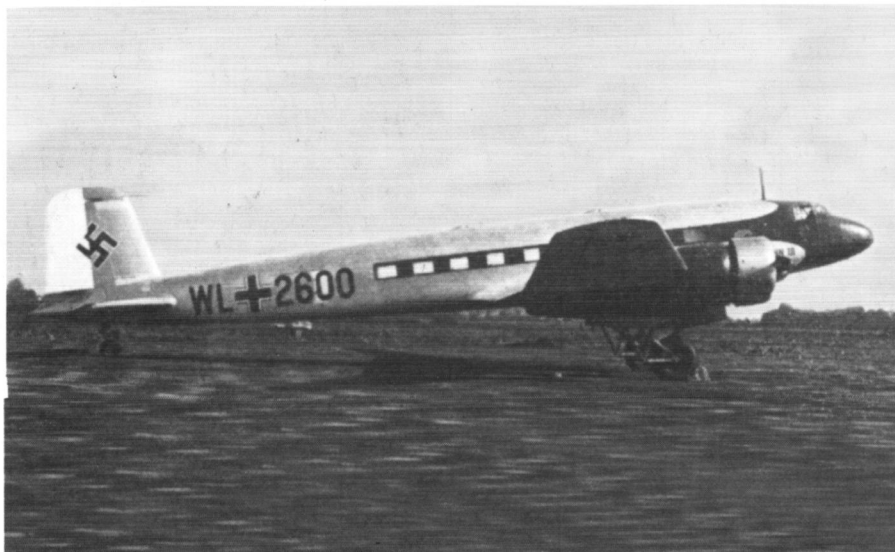
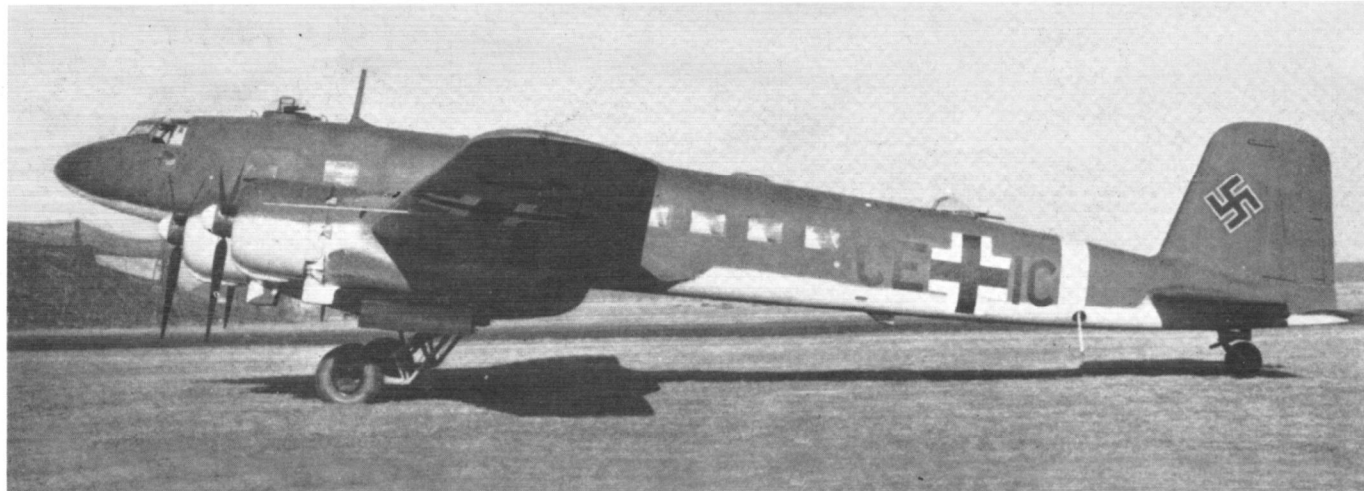
Fw 200C-3 Condor, F8+BR of 1./KG 40 in 1943. Yellow spinner tips and outline to code letter 'B'.



Fw 200C-4 Condor, F8+H? of KG 40 when based at Stavanger, Norway, July 1944. White outline to code letter 'H'.



Fw 200KA1 Condor, (A-04, S4) OY-DEM, 'Jutlandia' of Danish Airlines in 1946. Crash landed at Northolt and declared a write-off due to lack of spares. Light blue cheat line.



Top: A special high speed version of the Fw 200 was developed for transport operations designated Fw 200C-4/U2. Left: Adolf Hitler's personal Condor was prototype Fw 200 V3. It was named 'Immelmann III' and had a special armoured seat for the Führer. (Bernad Denes) Below: No examples of the Focke Wulf Fw 200 Condor still exist. Those captured after the war were broken up for scrap. Realising the significance of the aircraft and its part in the Battle of the Atlantic, a group of 48 Company, Royal Army Ordnance Corps soldiers attempted to uncover the remains of one thought to be almost intact, buried under four feet of snow at Voss 5,000ft up in the mountains of northern Norway after it had crashed on 31 December 1942. The attempt at recovery was made in February 1977 but proved to be abortive as although large parts of the aircraft were found they were in too bad a condition to rebuild and it is thought that after the exercise was completed they were left in situ because of the difficulties in getting the remains out of the isolated site. (MoD)

